

Planning Committee

Tuesday 7 January 2020 at 7.30pm

**Council Chamber
Runnymede Civic Centre, Addlestone**

Members of the Committee

Councillors: M Willingale (Chairman), D Anderson-Bassey (Vice-Chairman), J Broadhead, I Chaudhri, M Cressey, E Gill, C Howorth, R King, M Kusneraitis, I Mullens, M Nuti, P Snow, J Sohi, S Whyte and J Wilson.

In accordance with Standing Order 29.1, any Member of the Council may attend the meeting of this Committee, but may speak only with the permission of the Chairman of the committee, if they are not a member of this Committee.

AGENDA

Notes:

- 1) Any report on the Agenda involving confidential information (as defined by section 100A(3) of the Local Government Act 1972) must be discussed in private. Any report involving exempt information (as defined by section 100I of the Local Government Act 1972), whether it appears in Part 1 or Part 2 below, may be discussed in private but only if the Committee so resolves.
- 2) The relevant 'background papers' are listed after each report in Part 1. Enquiries about any of the Agenda reports and background papers should be directed in the first instance to **Mr B A Fleckney, Democratic Services Section, Law and Governance Business Centre, Runnymede Civic Centre, Station Road, Addlestone (Tel: Direct Line: 01932 425620). (Email: bernard.fleckney@runnymede.gov.uk).**
- 3) Agendas and Minutes are available on a subscription basis. For details, please ring Mr B A Fleckney on 01932 425620. Agendas and Minutes for all the Council's Committees may also be viewed on www.runnymede.gov.uk.
- 4) Public speaking on planning applications only is allowed at the Planning Committee. An objector who wishes to speak must make a written request by noon on the Monday of the week of the Planning Committee meeting. Any persons wishing to speak should contact the Planning Business Centre. **(Tel Direct Line: 01932 425131)** or email publicspeaking@runnymede.gov.uk

- 5) In the unlikely event of an alarm sounding, members of the public should leave the building immediately, either using the staircase leading from the public gallery or following other instructions as appropriate.
- 6) **Filming, Audio-Recording, Photography, Tweeting and Blogging of Meetings**

Members of the public are permitted to film, audio record, take photographs or make use of social media (tweet/blog) at Council and Committee meetings provided that this does not disturb the business of the meeting. If you wish to film a particular meeting, please liaise with the Council Officer listed on the front of the Agenda prior to the start of the meeting so that the Chairman is aware and those attending the meeting can be made aware of any filming taking place.

Filming should be limited to the formal meeting area and not extend to those in the public seating area.

The Chairman will make the final decision on all matters of dispute in regard to the use of social media audio-recording, photography and filming in the Committee meeting.

LIST OF MATTERS FOR CONSIDERATION

PART I

Matters in respect of which reports have been made available for public inspection

	<u>Page</u>
1. FIRE PRECAUTIONS	6
2. NOTIFICATION OF CHANGES TO COMMITTEE MEMBERSHIP	6
3. APOLOGIES FOR ABSENCE	6
4. DECLARATIONS OF INTEREST	6
5. RUNNYMEDE 2030 LOCAL PLAN: MAIN MODIFICATIONS	6
6. EXCLUSION OF PRESS AND PUBLIC	11

PART II

Matters involving Exempt or Confidential Information in respect of which reports have not been made available for public inspection

a) **Exempt Information**

No reports to be considered.

b) **Confidential Information**

No reports to be considered.

GLOSSARY OF TERMS AND ABBREVIATIONS

TERM	EXPLANATION
AOD	Above Ordnance Datum. Height, in metres, above a fixed point. Used to assess matters of comparative heights in long distance views and flooding modelling
AQMA	Air Quality Management Area
BCN	Breach of Condition Notice. Formal enforcement action to secure compliance with a valid condition
CHA	County Highways Authority. Responsible for offering advice on highways issues relating to planning applications as well as highways maintenance and improvement
CIL	Community Infrastructure Levy – A national levy on development which will replace contributions under 'Planning Obligations' in the future
CLEUD	Certificate of Lawful Existing Use or Development. Formal procedure to ascertain whether a development which does not have planning permission is immune from enforcement action
CLOPUD	Certificate of Lawful Proposed Use or Development. Formal procedure to ascertain whether a development requires planning permission
Conservation Area	An area of special architectural or historic interest designated due to factors such as the layout of buildings, boundaries, characteristic materials, vistas and open spaces
DM	Development Management – the area of planning service that processes planning applications, planning appeals and enforcement work
Design and Access Statement	A Design and Access statement is submitted with a planning application and sets out the design principles that the applicant has adopted to make the proposal fit into its wider context
Development Plan	The combined policy documents of the Local Plan, Minerals and Waste Plans
EA	Environment Agency. Lead government agency advising on flooding and pollution control
EIA	Environmental Impact Assessment – formal environmental assessment of specific categories of development proposals
ES	Environmental Assessment under the Environmental Impact Assessment Regulations
FRA	Flood Risk Assessment
GPDO	General Permitted Development Order. Document which sets out categories of permitted development (see 'PD')
LBC	Listed Building Consent
LDS	Local Development Scheme - sets out the programme and timetable for preparing the new Local Plan
Listed building	An individual building or group of buildings which require a level of protection due to its architectural interest, historical interest, historical associations or group value
LNR	Local Nature Reserve
Local Plan	The current planning policy document
LPA	Local Planning Authority
LSP	Local Strategic Partnership – Leads on the Community Strategy
Material Considerations	Matters which are relevant in determining planning applications
Net Density	The density of a housing development excluding major distributor roads, primary schools, open spaces serving a wider area and significant landscape buffer strips
NPPF	National Planning Policy Framework. This is Policy, hosted on a dedicated website, issued by the Secretary of State detailing national planning policy within existing legislation
PCN	Planning Contravention Notice. Formal notice, which requires information to be provided in connection with an enforcement investigation. It does not in itself constitute enforcement action
PD	Permitted development – works which can be undertaken without the need to submit a planning application
PINS	Planning Inspectorate
POS	Public Open Space
PPG	National Planning Practice Guidance. This is guidance, hosted on a

TERM	EXPLANATION
	dedicated website, issued by the Secretary of State detailing national planning practice and guidance within existing legislation. Also known as NPPG <i>National</i> Planning Practice Guidance
Ramsar Site	A wetland of international importance
RIPA	Regulation of Investigatory Powers Act. Provides limitation on covert surveillance relating to enforcement investigation
SAC	Special Area of Conservation – an SSSI additionally designated as a Special Area of Conservation under the European Community’s Habitats Directive 1992 in order to maintain or restore priority natural habitats and wild species
SANGS	Suitable Alternative Natural Greenspaces
SAMM	Strategic Access Management and Monitoring
SCI	Statement of Community Involvement. The document and policies that indicate how the community will be engaged in the preparation of the new Local Plan
SEA/SA	Strategic Environmental Assessment/Sustainability Appraisal – formal appraisal of the Local development Framework
Sec. 106	A legal agreement for the provision of facilities and/or infrastructure either directly by a developer or through a financial contribution, to meet the needs arising out of a development. Can also prevent certain matters
SEP	The South East Plan. The largely repealed Regional Spatial Strategy for the South East. All policies in this Plan were repealed in March 2013 with the exception of NRM6 which dealt with the Thames Basin Heath SPA
SNCI	Site of Nature Conservation Importance. A non-statutory designated area of county or regional wildlife value
SPA	Special Protection Area. An SSSI additionally designated a Special Protection Area under the European Community’s Directive on the Conservation of Wild Birds 1979. The largest influence on the Borough is the Thames Basin Heath SPA (often referred to as the TBH SPA)
SPD	Supplementary Planning Document – provides additional advice on policies in Local Development Framework (replaces SPG)
SSSI	Site of Special Scientific Interest
SuDS	Sustainable Urban Drainage Systems. Providing urban drainage systems in a more environmentally sensitive way by systems designed to reduce the quantity of run-off, slow its velocity or provide for filtering, sedimentation and biological degradation of the water
Sustainable Development	Sustainable development is the core principle underpinning planning. It is defined as “development that meets the needs of the present without compromising the ability of future generations to meet their own needs”
TA	Transport Assessment – assessment of the traffic and transportation implications of a development proposal
TPO	Tree Preservation Order – where a tree or trees are formally protected and prior consent is needed for pruning or felling
TRICS	Computerised database and trip rate analysis used to estimate traffic flows to and from a variety of land uses, to assess transportation implications of new development in southern England
Use Classes Order	Document which lists classes of use and permits certain changes between uses without the need for planning permission
Further definitions can be found in Annex 2 of the NPPF	

1. **FIRE PRECAUTIONS**

The Chairman will read the Fire Precautions, which set out the procedures to be followed in the event of fire or other emergency.

2. **NOTIFICATION OF CHANGES TO COMMITTEE MEMBERSHIP**

3. **APOLOGIES FOR ABSENCE**

4. **DECLARATIONS OF INTEREST**

If Members have an interest in an agenda item please record the interest on the orange coloured form circulated with this Agenda and hand it to the Legal Representative or Democratic Services Officer at the start of the meeting. A supply of the form will also be available from the Democratic Services Officer at meetings. **Members are advised to contact the Council's Legal Section prior to the meeting if they wish to seek advice on a potential interest.**

Members are reminded that a non pecuniary interest includes their appointment by the Council as the Council's representative to an outside body and that this should be declared as should their membership of an outside body in their private capacity as a director, trustee, committee member or in another position of influence thereon **should be regarded as a disclosable pecuniary interest, as should as appointment to an outside body by the Council as a trustee.**

Members who have previously declared interests, which are recorded in the Minutes to be considered at this meeting, need not repeat the declaration when attending the meeting. Members need take no further action unless the item in which they have an interest becomes the subject of debate, in which event the Member must leave the room if the interest is a disclosable pecuniary interest or if the interest could reasonably be regarded as so significant as to prejudice the Member's judgement of the public interest.

5. **RUNNYMEDE 2030 LOCAL PLAN: MAIN MODIFICATIONS (PLANNING- Trevor Saunders, Interim Local Plan Manager)**

Synopsis of report:

At the conclusion of Examination Hearings in November 2019, the Local Plan Inspector made it clear that 'Main Modifications' would be required to the Local Plan in order for it to be made 'sound' and move forward to adoption. The Inspector has subsequently requested that the Council draft a schedule of Proposed Main Modifications to the Plan which would appear necessary to make the Plan 'sound'.

The Schedule of Proposed Main Modifications has now been drafted and agreed with the Inspector. Planning Committee approval is therefore sought to consult on the Proposed Main Modifications agreed, for a six-week consultation period.

Any consultation responses received will be returned to the Inspector for her consideration, prior to her completing her report and recommending any final Main Modifications that she considers are required to ensure a 'sound' Plan.

Recommendation(s):

- a) To agree to undertake a six-week public consultation on the Schedule of Proposed Main Modifications to the Runnymede Local Plan 2030, as agreed with the Planning Inspector presiding over the Local Plan**

examination and necessary for the Local Plan to be found 'sound', attached at Appendix 1 to this report;

b) To agree to publish the Additional Minor Modifications to the Runnymede Local Plan 2030 attached at Appendix 2 to this report; and

c) To authorise the Corporate Head of Planning Policy and Economic Development, in consultation with the Chairman of Planning Committee, to make any necessary minor amendments and corrections to the Runnymede Local Plan 2030 and its associated documents up to and prior to Local Plan adoption.

1. Context of report

- 1.1 Members will be aware that the Council formally submitted the Runnymede 2030 Local Plan for examination in July 2018.
- 1.2 Once adopted the Runnymede 2030 Local Plan will provide an up to date planning policy framework for the Borough.
- 1.3 The new Local Plan includes detailed policies to manage future development in the Borough and includes a number of development allocations for new housing, employment and mixed use to help meet identified housing and employment needs, as well as providing opportunity to regenerate some key sites in town centres etc.
- 1.4 It's policies also provide a strong and updated framework to protect the local environment and guide the provision of new infrastructure, such as new community facilities, public transport services and highway improvements (including works required to the A320 and M25 Junction 11).
- 1.5 Once adopted, the Local Plan will become a key part of the 'development plan' for the Borough, against which future planning proposals must comply, unless other material planning considerations indicate otherwise.
- 1.6 When adopted, the new Local Plan will also enable the Council to implement a Community Infrastructure Levy (or CIL), to help secure contributions towards infrastructure needs in the Borough, as well as providing the key 'hook' for updated planning guidance documents to be prepared (such as Car Parking Guidance, Design Guidance and Infrastructure Guidance), which will help improve the quality of development delivered locally.
- 1.7 The Public Examination into the Runnymede 2030 Local Plan is currently ongoing. An independent Inspector, Mrs Mary Travers, was appointed in 2018 to examine the Plan and she held a number of Examination hearings during November 2018, February 2019, and latterly in November 2019 to discuss various aspects of the Plan with the Council and other interested parties.
- 1.8 All of the Local Plan documents submitted to the Examination including the evidence underpinning the Plan prepared by the Council can be found on the Council's website, on the Local Plan Examination pages.
- 1.9 At the conclusion of the Examination hearings on 14 November 2019, the Inspector indicated that she would be writing to the Council in due course setting out her views on how the Local Plan should be moved forward by the Council. At that time she made clear that she would most likely be inviting the Council to move the Plan forward either through a request for further evidence, or through formal modification. In either scenario, she was clear that 'Main Modifications' would be required to the

Local Plan, in order to make the Local Plan 'sound', and enable it to move towards adoption.

- 1.10 Subsequently, the Council confirmed to the Inspector to request that she formally recommend 'Main Modifications' to the Plan which she considered necessary and the Inspector has now written back to the Council requesting that it draft a Schedule of Proposed Main Modifications to the Local Plan and consult upon those Main Modifications.
- 1.11 The Schedule of Proposed Main Modifications has now been drafted and agreed with the Inspector. Planning Committee approval is now sought to consult on the Proposed Main Modifications agreed for a six-week period. Without the Main Modifications suggested, the Inspector is unlikely to find the Plan 'sound' when she formally reports back to the Council in due course.
- 1.12 At the conclusion of the public consultation period on the Schedule of Proposed Main Modifications, the Inspector will consider the responses received and will finalise her report back to the Council recommending any final Main Modifications that she considers necessary to ensure a 'sound' Plan and whether the Council can then move the Plan to adoption.

2. Report (and Options)

- 2.1 The Schedule of Proposed Main Modifications agreed with the Inspector, are attached as Appendix 1 to this report. They arise taking account of modifications suggested by the Council subsequent to its submission of the Local Plan in July 2018; modifications suggested in response to representations received on the Submission Plan and subsequently; in response to issues raised during the Examination hearings, where the Inspector considered that a modification may be appropriate.
- 2.2 The Schedule of Proposed Main Modifications being suggested include a brief explanation as to why each Main Modification is being proposed. In summary, the key Proposed Main Modifications comprise:
 - The deletion of Policy SD1 (Presumption in favour of Sustainable Development), which is considered to simply repeat policy set out in the National Planning Policy Framework (NPPF);
 - Updates to Policy SD2 (Spatial Development Strategy), to take account of updated completion and permission information and the potential 'out-turn' of sites, following discussion at the Examination hearings;
 - Clarification of those sites which rely on the implementation of highway improvement works to the A320 and M25 Junction 11;
 - A number of clarifications and amendments to some of the policy requirements associated with development sites being allocated in the Local Plan (including for example, the affordable housing mix requirements for Longcross Garden Village);
 - A change to Policy SL20 (Affordable Housing), to provide an amended affordable tenure split which seeks 70% of affordable housing as affordable/social rent (rather than 80% as suggested in the Submission Plan), and 30% (rather than 20%) to be provided as other forms of affordable housing (such as shared equity and affordable home ownership). The policy is also modified to specify that one in three homes which comprise other affordable tenures (the 30%), should be delivered specifically

as homes for affordable home ownership (such as starter homes, discounted market sales housing etc.);

- A change to Policy SL22 (Gypsy, Travellers and Travelling Showpeople Needs), which reduces pitch and plot requirements in the Borough, taking account of changes in provision since the Plan was submitted;
- Improved clarity of wording for a number of 'development requirement' policies including:
 - Policy SL23 (Accommodating Older Persons and Students)
 - Policy SL24 (Self & Custom Build Housing)
 - Policy EE1 (Townscape and Landscape Quality)
 - Policy EE2 (Environmental Protection)
 - Policy EE9 (Biodiversity, Geodiversity and Nature Conservation)
 - Policy EE10 (Thames Basin Heaths Special Protection Area)
 - Policy EE14 (Extensions and Alterations to and Replacement of Buildings in the Green Belt)
- The inclusion of a new Policy IE11, to set out specific requirements associated with the development of Strodes College Lane, Egham, rather than simply identifying it as a 'town centre opportunity area';
- The inclusion of an updated housing delivery trajectory, including those sites specifically allocated by the Local Plan.

- 2.3 In addition to the Schedule of Proposed Main Modifications agreed with the Inspector, a further series of Additional Minor Modifications are also proposed. These minor modifications deal with very minor wording changes to text, corrections and errors and need to be published alongside the Main Modifications, though no comment is invited on those additional minor modifications. The Schedule of Additional Minor Modifications is attached at Appendix 2 to this report.
- 2.4 A number of consequential changes and corrections to the Policies Map must also be published for information.
- 2.5 The options for Planning Committee to consider are they either:
1. Approve the Schedule of Proposed Main Modifications agreed with the Inspector to make the Local Plan 'sound', for public consultation;
 2. Suggest amendments to the Schedule of Proposed Main Modifications agreed with the Inspector for consultation or;
 3. Reject the Main Modifications suggested by the Inspector and request that she finalise her report on the Local Plan, based on the Submission Plan.
- 2.6 Option 1 is recommended by officers as the preferred way forward.
- 2.7 In terms of Option 2, there is no guarantee that any changes to the Main Modifications will be considered appropriate or necessary by the Inspector to make the Plan 'sound'. She may of course consider that any amendments suggested, raised issues not debated at the Examination hearings and may choose to re-open those hearings, delaying potential adoption of the Local Plan.
- 2.8 If Option 3 is chosen, it is highly likely that the Inspector will consider the Local Plan is 'unsound', and will recommend that the Plan does not move forward to adoption.

3. Policy framework implications

- 3.1 Once adopted, the Runnymede 2030 Local Plan will replace the Runnymede Borough Local Plan, 2001 (Second Alteration) and all of its saved policies. It will be the Council's key planning policy document, guiding the decision making process for determining planning applications in the Borough.

4. Resource implications

- 4.1 The costs associated with this work are contained within the Council's approved 2019/2020 and 2020/2021 budget.

5. Legal implications

- 5.1 If requested by the Council, the Inspector must recommend modifications of the Local Plan, if by doing so the Local Plan would comply with the requirements set out in sections 20(5)(a) and 20(5)(b) of the Planning and Compulsory Purchase Act (PCPA) 2004 (*section 20(7C), PCPA 2004*) (Main Modifications).
- 5.2 The local planning authority must consult on all proposed Main Modifications. Depending on the scope of the Main Modifications, a further sustainability appraisal may also be required. This has been undertaken and is attached at Appendix 3 to this report.
- 5.3 The Inspector's report on the Local Plan will only be issued once the local planning authority has consulted on the Schedule of Proposed Main Modifications and the Inspector has had the opportunity to consider any representations on them and the associated Sustainability Appraisal (SA) and Habitat Regulation Assessment (HRA) reports.
- 5.4 The local planning authority must publish the recommendations and the report of the Inspector following an examination.
- 5.5 This must be done as soon as reasonably practicable after receipt of the Inspector's recommendation and report has been received.
- 5.6 The local planning authority must also notify those persons who requested to be notified of the publication of the Inspector's recommendations that the recommendations are available.
- 5.7 The Examination process is then complete. Once this point in the process is achieved, Members will be informed and further advice as to the adoption of the approved Plan will follow at that stage.
- 5.8 Members should note that a Plan may be challenged by judicial review before it is adopted or under section 113 of the Planning and Compulsory Purchase Act 2004 if it has been adopted, but only on a point of law.

6. Equality implications

- 6.1 The Local Plan will have an impact on the local communities in Runnymede but the intention is to bring positive benefits for the whole community. An Equalities Impact Assessment screening was prepared in support of the consultation on the draft Local Plan. It identified that there may be either negative or positive equalities impacts in relation to age, disability, pregnancy /maternity and racial and ethnic groups. In light of this, a full equality impact assessment (EqIA) was carried out in January 2018. The EqIA concluded that while the Local Plan would have an impact on the Community as a whole and, with regard to the Nine Protected Characteristic, that impact is expected to be either neutral or positive.

- 6.2 Following the first Regulation 19 Consultation an addendum to the initial EqIA was concluded (in May 2018) and found that the overall conclusion of the initial EqIA remained the same. A subsequent review of the conclusions drawn in the initial EqIA was also undertaken in the light of the changes made to the draft Local Plan following the conclusion of the second Regulation 19 Consultation process. This review also found that the overall conclusion of the initial EqIA remained the same.
- 6.3 A further review of the EqIA has also been undertaken of the Schedule of Proposed Main Modifications. The EqIA review of the Proposed Main Modifications is currently being finalised and will be made available to Members prior to the Planning Committee meeting. The reviewed EqIA concludes that the Proposed Main Modifications do not change the overall conclusion of the EqIA, which confirms that the overall impact of Local Plan policies are generally assessed to be neutral to positive in terms of impact of persons of protected characteristics.

7. Environmental/Sustainability/Biodiversity implications

- 7.1 The environmental/sustainability/biodiversity implications of the Main Modifications proposed have been subject to both Sustainability Appraisal (SA) and Habitat Regulations Assessment (HRA) by independent consultants working alongside officers, to inform the plan-making process. The SA and HRA reports are attached as Appendices 3 and 4 to this report. Both reports are formally considered by the Inspector before she makes her final recommendations and report back to the Council.

8. Other implications (where applicable)

- 8.1 None.

9. Conclusions

- 9.1 The Inspector has been clear to the Council that Main Modifications are required to make the Runnymede 2030 Local Plan 'sound'. The Proposed Main Modifications agreed with the Inspector for consultation are very helpful to the Plan not only in terms of soundness, but also clarity. It is therefore very strongly recommended that Members approve the Schedule of proposed Main Modifications for six-weeks public consultation.

(To resolve)

Background papers

All evidence, papers and background documents for the Runnymede Local Plan can be found on the Local Plan Examination webpages at:

<https://www.runnymede.gov.uk/article/16273/Runnymede-2030-Local-Plan-Examination->

6. EXCLUSION OF PRESS AND PUBLIC

If the Committee is minded to consider any of the foregoing reports in private –

OFFICERS' RECOMMENDATION that -

the press and public be excluded from the meeting during discussion of the appropriate reports under Section 100A(4) of the Local Government Act 1972 on the grounds that the reports in question would be likely to involve disclosure of exempt information of the description specified in appropriate paragraph of Schedule 12A of the Act.

(To resolve)

PART II

Matters involving Exempt or Confidential information in respect of which reports have not been made available for public inspection.

Para

a) **Exempt Information**

No reports to be considered.

b) **Confidential Information**

No reports to be considered.

Appendix 1

Schedule of Proposed Main Modifications

Schedule of Proposed Main Modifications (MM)

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

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

		submitted on or before [] [this will be the date which is six months after the date of the final Framework's publication]. In these cases the examination will take no account of the new Framework'.	Framework's publication]. In these cases the examination will take no account of the new Framework'. <u>A new NPPF was published in February 2019. Within the implementation chapter of this Framework it states at paragraph 214, 'The policies in the previous Framework published in March 2012 will apply for the purpose of examining plans, where those plans were submitted on or before 24 January 2019.'</u>	
MM2	The Surrey Nature Partnership, Para 2.28	The Surrey Nature Partnership (SNP) is one of several Local Nature Partnerships which, after successful application by a group of local organisations, were recognised by DEFRA in August 2012. The SNP seeks to bring together expertise from all sectors, including Local Planning Authorities, to ensure that the natural environment can continue to contribute to the economy, health and well-being of the County's communities.	The Surrey Nature Partnership (SNP) is one of several Local Nature Partnerships which, after successful application by a group of local organisations, were recognised by DEFRA in August 2012. The SNP seeks to bring together expertise from all sectors, including Local Planning Authorities, to ensure that the natural environment can continue to contribute to the economy, health and well-being of the County's communities. <u>The SNP works closely with the Surrey Wildlife Trust, who manage protected areas outside of the borough.</u>	To illustrate that SWT plays an important management role in protected sites that have an effect in the borough.
5. Strategy for Sustainable Development				
MM3	Local Plan Objective 2 (Supporting Local People), Para 5.7	2) To support the delivery of at least 7480 high quality additional homes in Runnymede in the period 2015-2030 (an average of 498 homes a year) including the delivery of affordable housing, starter homes, housing for those with specialist needs and plots for those who wish to build their own home;	2) To support the delivery of at least 7480 <u>7507</u> high quality additional homes in Runnymede in the period 2015-2030 (an average of 498 <u>500</u> homes a year) including the delivery of affordable housing, starter homes, housing for those with specialist needs and plots for those who wish to build their own home;	To update the minimum net additional housing provision over the plan period and reflect that in the average homes per year.

MM4	Para 5.13, second sentence	Regulation 102 requires plan-making authorities to assess the impact of land use plans (such as Local Plans) on internationally designated nature conservation sites.	Regulation 102 105 requires plan-making authorities to assess the impact of land use plans (such as Local Plans) on internationally designated nature conservation sites.	To ensure accuracy.
MM5	New para after 5.13	n/a	<u>Policies within the Local Plan are considered strategic policies where they set out an overarching strategy for the pattern, scale and quality of development and make sufficient provision for development (including housing etc), infrastructure, community facilities and the conservation and enhancement of the natural and built environment. All policies in the plan are considered to be fulfilling these purposes (and those identified in paragraph 156 of the 2012 NPPF) and are therefore strategic policies, except the policies listed below which are considered non-strategic: SL19, SL21, SL24, SL25, SL26, SL27, SL28, EE4, EE5, EE6, EE7, EE8, EE14, EE15, EE16, EE17, EE18, EE19, IE12 and IE13.</u>	To make explicit which plan policies are strategic and which are non-strategic as per para 184 of the 2012 NPPF and para 21 of the 2019 NPPF.
Policy SD1: Presumption in favour of sustainable development				

MM6	Policy SD1 and background text	<p>Presumption in favour of sustainable development</p> <p>5.14 At the heart of the NPPF is a presumption in favour of sustainable development; this is the golden thread running through both plan-making and decision-taking. Consequently, development that is sustainable and is in accordance with the development plan should be permitted without delay. The presumption in favour of sustainable development in the Runnymede Local Plan provides the necessary foundation to ensure that development proposals are acceptable within the context of the development plan and the NPPF.</p> <p>5.15 Over the period of the Local Plan, the Council will continue to take a positive approach to decision making and there will be a presumption in favour of sustainable development with the encouragement of sustainable and high quality development throughout the Borough.</p> <p>Policy SD1: Presumption in favour of sustainable development</p> <p>When considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. The Council will work proactively with applicants with the aim of finding solutions that mean</p>	<p>Presumption in favour of sustainable development</p> <p>5.14 At the heart of the NPPF is a presumption in favour of sustainable development; this is the golden thread running through both plan-making and decision-taking. Consequently, development that is sustainable and is in accordance with the development plan should be permitted without delay. The presumption in favour of sustainable development in the Runnymede Local Plan provides the necessary foundation to ensure that development proposals are acceptable within the context of the development plan and the NPPF.</p> <p>5.15 Over the period of the Local Plan, the Council will continue to take a positive approach to decision making and there will be a presumption in favour of sustainable development with the encouragement of sustainable and high quality development throughout the Borough.</p> <p>Policy SD1: Presumption in favour of sustainable development</p> <p>When considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. The Council will work proactively with applicants with the aim of finding solutions that mean that</p>	<p>For brevity as the presumption in favour of sustainable development is already explicit in the NPPF.</p>
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		<p>that proposals can be approved wherever possible, thus securing development that improves the economic, social and environmental conditions in the Borough and fulfils the objectives of the Local Plan.</p> <p>Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.</p> <p>Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision, the Council will grant permission unless material considerations indicate otherwise, taking into account whether:</p> <p>a) Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits when assessed against the policies in the National Planning Policy Framework taken as a whole; or</p> <p>b) Specific policies in that Framework indicate that development should be restricted.</p> <p>Justification for inclusion of policy</p> <p>5.16 The NPPF emphasises that all Local Plans should be based upon and reflect the</p>	<p>proposals can be approved wherever possible, thus securing development that improves the economic, social and environmental conditions in the Borough and fulfils the objectives of the Local Plan.</p> <p>Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.</p> <p>Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision, the Council will grant permission unless material considerations indicate otherwise, taking into account whether:</p> <p>a) Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits when assessed against the policies in the National Planning Policy Framework taken as a whole; or</p> <p>b) Specific policies in that Framework indicate that development should be restricted.</p> <p>Justification for inclusion of policy</p> <p>5.16 The NPPF emphasises that all Local Plans should be based upon and reflect the presumption in favour of sustainable development. The principle informs both the policies and site allocations contained within</p>	
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		<p>presumption in favour of sustainable development. The principle informs both the policies and site allocations contained within the Runnymede Local Plan and will be used to guide decision makers.</p> <p>5.17 LPAs are encouraged to include a policy within their Local Plan that embraces the presumption in favour of sustainable development. Policy SD1 meets this requirement and adopts the model wording suggested.</p> <p>5.18 Policy SD1 also supports all of the Local Plan objectives.</p>	<p>the Runnymede Local Plan and will be used to guide decision makers.</p> <p>5.17 LPAs are encouraged to include a policy within their Local Plan that embraces the presumption in favour of sustainable development. Policy SD1 meets this requirement and adopts the model wording suggested.</p> <p>5.18 Policy SD1 also supports all of the Local Plan objectives.</p>	
Policy SD2: Spatial Development Strategy				
MM7	New para after 5.21	n/a	<p><u>During the course of Plan preparation, the Council made the decision to reduce the Plan period so that instead of ending in 2035, the Plan period now ends in 2030. This change in approach occurred following the Additional Sites and Options stage when the Council identified that set against its annual housing needs figure of 498dpa, it could not identify enough land to meet</u></p>	To confirm the Councils rationale for reducing the Plan period and for clarity.

			<p><u>the need for housing up to 2035 without making substantial inroads into the Green Belt beyond the adjustments that had been made in respect of the weakly performing or strategically less important Resultant Land Parcels. When the alternative options were considered the Council concluded that shortening the Plan period had significant advantages including that:</u></p> <ul style="list-style-type: none"> <u>-The Council could immediately start to deliver a significant boost to the supply of housing, employment floorspace and investment in infrastructure; and</u> <u>-It would enable the production of a future plan to be better coordinated and integrated with plans prepared by its neighbours through a second phase of the Surrey Local Strategic Statement. That would facilitate a long term, joint approach to growth across Surrey.</u> <u>- Reflect the government’s emergent policy of requiring five yearly reviews of development plans.</u> <u>-Provide a framework for the preparation of neighbourhood plans.</u> <u>-Allow the Council to respond to anticipated regional changes such as the expansion of Heathrow.</u> 	
MM8	Figure 1 (Key Diagram)	Key diagram to be amended so that Strodes College Lane site is an allocation site, no longer an opportunity area.		Site has been granted planning permission, so no longer considered an opportunity area.

MM9	Para 5.23	<p>The Runnymede-Spelthorne SHMA has concluded that Runnymede is located in a HMA with Spelthorne Borough Council. The HMA covers the full extent of both Local Authority areas. The OAN for the HMA is for approximately 15451 net additional dwellings of which 7507 is generated from growth in Runnymede over the Plan period (2015 - 2030). To date, during the plan period there have been 561 completions. In contrast to this housing need there is capacity for 6919 net additional dwellings (minimum) in the Borough over the plan period as evidenced by the Council's SLAA. This results in a supply over the Plan period of 7480 (or an average delivery of 498 dpa).</p>	<p>The Runnymede-Spelthorne SHMA has concluded that Runnymede is located in a HMA with Spelthorne Borough Council. The HMA covers the full extent of both Local Authority areas. The OAN for the HMA is for approximately 15,451 net additional dwellings of which 7507 is generated from growth in Runnymede over the Plan period (2015 - 2030). To date, during the plan period there have been 561 1628 completions. In contrast to this housing need addition, there is capacity for 6919 6292 net additional dwellings (minimum) in the Borough over the plan period as evidenced by the Council's SLAA housing trajectory. This results in a total supply over the Plan period of 7480 7920 (or an average delivery of 498 529 dpa).</p>	<p>To update the minimum net additional housing provision over the plan period and the approximate employment floorspace at New Haw.</p>
MM10	Para 5.30	<p>Thorpe Village will be removed from the Green Belt through this Local Plan, however given its position in the centre hierarchy, the village is only considered to present limited opportunities for growth over the period of the Local Plan which will be dealt with in a Neighbourhood Plan for the Thorpe Area. Employment growth in Thorpe will be directed to the Strategic Employment Area at Thorpe Industrial Estate.</p>	<p>Thorpe Village will be removed from the Green Belt through this Local Plan, however given its position in the centre hierarchy, the village is only considered to present limited opportunities for growth over the period of the Local Plan which will be dealt with in a Neighbourhood Plan for the Thorpe Area. <u>The Council acknowledges that the neighbourhood plan being prepared for Thorpe will be assessed against the 2019 NPPF. Under paragraph 136 of the 2019 NPPF neighbourhood plans can make detailed non-strategic amendments to green belt boundaries where strategic local plan policies have established the need for strategic changes to the green belt boundaries. The Local Plan has justified the</u></p>	<p>To ensure consistency with paragraph 136 of the 2019 NPPF.</p>

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

				necessary infrastructure improvements on the A320 to enable their release come forward earlier than anticipated.		
MM13	Policy SD2 1 st para, 1 st sentence	The Local Plan will make provision for a minimum of 7480 net additional dwellings over the plan period. To meet identified employment need, a 20,000sqm business park in New Haw and a 79,025sqm (7,350sqm net) office/business park at the Longcross Enterprise Zone are also allocated through this Local Plan.		The Local Plan will make provision for a minimum of 7480 7507 net additional dwellings over the plan period. To meet identified employment need, a business park in the region of 20,000sqm at New Haw a 20,000sqm business park in New Haw and a 79,025sqm (7,350sqm net) office/business park at the Longcross Enterprise Zone are also allocated through this Local Plan.	To update the minimum net additional housing provision over the plan period.	
MM14	Policy SD2 Table 1	Settlement	Expected Minimum Growth Delivery	Settlement	Expected Minimum Growth Delivery	To reflect the most up to date information and for clarity. To also reflect the new methodology for calculating the contribution C2 older people's accommodation (as set out in government guidance accompanying the housing delivery test and identified as 1:1.8) and student
		Addlestone including Rowtown	936 net additional dwellings 2 traveller pitches 6400sqm of net additional A class floorspace in Addlestone town centre 12,650 sqm of net additional employment at the Weybridge and Bourne Strategic Employment Area	Addlestone including Rowtown	936 1,265 net additional dwellings (including 693 completions and -7 dwellings deriving from the provision of C2 older people's accommodation) 2 traveller pitches 6400 4,400 sqm of net additional A class floorspace in Addlestone town centre 12,650 11,700 sqm of net additional employment at the	

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

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

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

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

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

		shape the site allocations set out in policies SL2 to SL19, IE1 and IE10. It will continue to be used to help shape development ambitions and proposals to be set out in future DPDs.	SL18 SL19, IE1 and IE7 to IE11 ¹⁴⁰ . It will continue to be used to help shape development ambitions and proposals to be set out in future DPDs.	
MM16	Para 5.37	The spatial strategy makes provision for 7480 net additional dwellings over the plan period in the borough.	The spatial strategy makes provision for 7480 ⁷⁵⁰⁷ net additional dwellings over the plan period in the borough.	To reflect the most up to date information.

MM17	Para 5.38	<p>In the period 1st April 2015 to 31st March 2017, 561 net additional dwellings were completed in Runnymede, a shortfall of 472 units required to deliver the OAN in full over this two year period. A further 3,602 net additional dwellings are also expected to come forward as part of the rolling five year housing land supply (2017 to 2022) which also includes the first phases of LGV, resulting in a net delivery of 720 dpa during this period. This annual supply over the next 5 years will ensure that the shortfall in housing provision during the first two years of the Plan period is made up and also incorporates a buffer of 20% to allow for choice in the market and flexibility as required by the NPPF. Over the period 2021 to 2025, town centre regeneration schemes are expected to be delivered along with further phases of LGV and a number of urban extensions. In the period 2025 to 2030, the final urban extensions are expected to come forward along with the final phases of LGV and development of the remaining identified opportunity areas.</p>			<p>In the period 1st April 2015 to 31st March 2017, 561 1628 net additional dwellings were completed in Runnymede, a shortfall of 472 364 units required to deliver the OAN in full over this two four year period. A further 3,602 3517 net additional dwellings are also expected to come forward as part of the rolling five year housing land supply (2017 to 2024) which also includes the first phases of LGV, resulting in a net delivery of 720 703 dpa during this period. This annual supply over the next 5 years will ensure that the shortfall in housing provision during the first two four years of the Plan period is made up and also incorporates a buffer of 20% to allow for choice in the market and flexibility as required by the NPPF. Over the period 2021 to 2025, town centre regeneration schemes are expected to be delivered along with further phases of LGV and a number of urban extensions. In the period 2025 to 2030, the final urban extensions are expected to come forward along with the final later phases of LGV and development of the remaining identified opportunity areas.</p>			To reflect the most up to date information.								
MM18	Table 2 pf policy SD2	<table border="1"> <thead> <tr> <th data-bbox="528 1085 719 1118">Component</th> <th data-bbox="723 1085 913 1118">Dwellings</th> <th data-bbox="918 1085 1106 1118">Notes</th> </tr> </thead> <tbody> <tr> <td data-bbox="528 1121 719 1350">A) Housing required 2015 - 2030 to meet objectively assessed needs</td> <td data-bbox="723 1121 913 1350">7,507</td> <td data-bbox="918 1121 1106 1350"></td> </tr> </tbody> </table>	Component	Dwellings	Notes	A) Housing required 2015 - 2030 to meet objectively assessed needs	7,507		<table border="1"> <thead> <tr> <th data-bbox="1111 1085 1330 1118">Component</th> <th data-bbox="1335 1085 1585 1118">Dwellings</th> <th data-bbox="1590 1085 1771 1118">Notes</th> </tr> </thead> <tbody> <tr> <td data-bbox="1111 1121 1330 1350">A) Housing required 2015 - 2030 to meet objectively assessed needs</td> <td data-bbox="1335 1121 1585 1350">7,507</td> <td data-bbox="1590 1121 1771 1350"></td> </tr> </tbody> </table>	Component	Dwellings	Notes	A) Housing required 2015 - 2030 to meet objectively assessed needs	7,507		To reflect the most up to date information and new methodology for calculating the contribution C2 older people's accommodation and
Component	Dwellings	Notes														
A) Housing required 2015 - 2030 to meet objectively assessed needs	7,507															
Component	Dwellings	Notes														
A) Housing required 2015 - 2030 to meet objectively assessed needs	7,507															

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

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

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

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

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

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

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

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

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

Policy SD10 criterion b) table	Affordable Type/Tenure	% Spilt	Size			Affordable Type/Tenure	% Spilt	Size			To correct calculation in order to be consistent with paragraph 64 of the 2019 NPPF and to reflect discussions with the councils housing department on social rented size split.
			1 bed	2 bed	3 bed			1 bed	2 bed	3 bed	
	Affordable Rent	65%	0%	65%	35%	Affordable Rent	65% 60%	0%	65%	35%	
	Social Rent	10%	25%	45%	15%	Social Rent	10%	25% 20%	45% 65%	15%	
	Shared Ownership	15%	15%	50%	0%	Affordable Home Ownership Shared ownership	30% (of which at least half for shared owners hip) 45%	50%	50%	0%	
Starter Homes	10%	Subject to market value threshold			Starter Homes	10%	Subject to market value threshold				
Policy SD10 criterion e) bullet point 2	Delivery of on and off site improvements to the local road network to mitigate significant impacts as set out (but not limited to) in the Infrastructure Delivery Plan (IDP) and contribution towards improvements to the A320 as set out in the final A320 Study;				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;				To address comments raised by Surrey County Council.		
Policy SD10 criterion e) bullet point 3	Provide funding towards, and/or provision of, a permanent bus services for the village which link with Longcross Railway Station and neighbouring settlements including a major service centre outside of the Borough;				Provide funding towards, and/or provision of, a permanent bus services for the village which link with Longcross Railway Station and neighbouring settlements including Woking, as the nearest major local service centre. outside of the Borough;				To clarify that the developer is not expected to fund permanent bus services in perpetuity.		

<p>Policy SD10 criterion e) bullet point 4</p>	<p>A network of safe segregated cycling and walking links within the village which provide direct connectivity between different land uses within the village, with existing settlements (including the Longcross Barracks site) and the existing routes beyond the village boundaries;</p>	<p>A network of safe <u>and, as far as possible,</u> segregated cycling and walking links within the village which provide direct connectivity between different land uses within the <u>garden</u> village, with <u>and</u> existing settlements (<u>including local service centres</u>) (including the Longcross Barracks site) and <u>with</u> the existing routes beyond the village boundaries;</p>	<p>To confirm that whilst there is an expectation that safe segregated cycling and walking links will be provided, in some limited instances an alternative solution may be more appropriate. To acknowledge that the Longcross barracks site sits within the wider garden village.</p>
<p>Policy SD10 criterion e) last para</p>	<p>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.</p>	<p>In addition to the above, traffic generation targets will be negotiated with the developers, based upon an up-to-date transport assessment and any exceedances will be monitored and mitigated through measures outlined within a site-wide transport strategy <u>and secured through section 106 agreement.</u></p>	<p>To confirm that the monitoring and management of agreed traffic generation targets can be controlled and delivered through legal agreement.</p>
<p>Policy SD10 criterion h)</p>	<p>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.</p>	<p>A phased approach to development demonstrating how each phase will contribute to and integrate with the design concepts of the village as a whole and be supported by the facilities & infrastructure necessary to ensure the village is a sustainable and thriving community. <u>It will be expected that development is delivered at an appropriate pace, in particular with regard to necessary highways and utilities infrastructure requirements as</u></p>	<p>To provide assurance that the phasing of development will be closely tied to all key infrastructure, in line with the approach set out in policy SD6.</p>

			<u>identified in the Council's most up to date evidence of infrastructure needs and in site specific assessments.</u>	
Policy SL2: Housing allocation at Brox End Nursery, Ottershaw				
MM23	Policy SL2 criterion c)	Contribute towards the improvement of and maximise opportunities to provide safe and attractive links to the existing public rights of way network in the locality of the site, especially FP21 and FP30 avoiding severance and re-routing;	Contribute towards the improvement of and maximise opportunities to provide safe and attractive links to the existing public rights of way network in the locality of the site, especially FP21 and FP30 avoiding severance and re-routing <u>unless it would improve accessibility, safety and/or, attractiveness to users;</u>	To ensure consistency with the requirements of bullet point 2 of policy SD4.
	Policy SL2 criterion f)	Make a financial contribution(s) either through S106 or CIL (or its successor) towards the expansion of early years and primary school infrastructure at Marshfields CofE Infant and Ottershaw CofE Junior Schools and a financial contribution towards secondary school infrastructure;	Make a financial contribution(s) either through S106 or CIL (or its successor) towards the <u>provision expansion of early years, and primary and secondary school infrastructure;</u> school infrastructure at Marshfields CofE Infant and Ottershaw CofE Junior Schools and a financial contribution towards secondary school infrastructure;	To ensure consistency with the wording used elsewhere in the allocation policies.
Policy SL3: Housing allocation at Hanworth Lane, Chertsey				
MM24	Policy SL3 Timing	Between 2017-2022	Between 2017-2025 <u>subject to delivery of necessary mitigation on the A320</u>	To mitigate the impacts of this site on the A320 corridor.
	Policy SL3 criterion c)	Contribute towards the improvement of and maximise opportunities to provide safe and attractive links to the existing public rights of way network especially FP35 avoiding severance and re-routing	Contribute towards the improvement of and maximise opportunities to provide safe and attractive links to the existing public rights of way network especially FP35 avoiding severance and re-routing <u>(unless it would improve</u>	To ensure consistency with the requirements of bullet point 2 of policy SD4.

		as well as links between the north and south parcels of the site;	<u>accessibility, safety and/or, attractiveness to users)</u> as well as links between the north and south parcels of the site;	
Policy SL3 criterion h)	Relocation of the existing school/college playing fields in a location appropriate for the needs of Salesian Secondary School/College rather than provide or contribute to outdoor sports facilities and contribute toward off-site allotment provision contrary to Policy SL26;		<p><u>h) Provide for the</u> relocation of the existing school/college playing fields in a location appropriate for the needs of Salesian Secondary School/College. rather than provide or contribute to outdoor sports facilities and contribute toward off-site allotment provision contrary to Policy SL26;</p> <p><u>i) For the avoidance of doubt, in relation to open space requirements for the site (policy SL26) it will be expected that open space provision for children and teenagers will be provided, on site wherever possible. A financial contribution towards off site allotments and enhanced outdoor sports facilities, proportionate to the development proposal will be required.</u></p>	Wording of two criteria merged and wording amended to provide clarity about requirements; including the requirement that new urban land is efficiently used.
Policy SL3 criterion l)	n/a		<u>l) Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site specific Travel Plan and Transport Assessment exploring opportunities for the site to link with or contribute to the A320 off road cycle route and/or National Cycle Route 4 from Chertsey to Egham.</u>	To bring the policy in line with other allocation policies in the plan in expecting a Travel Plan and Transport Assessment to be submitted.

Policy SL5: Housing allocation at Blays House, Blays Lane, Englefield Green				
MM25	Policy SL5, criteria h) and i)	h) Provide or contribute to any other infrastructure identified at application stage which is necessary to make the site acceptable in planning terms. i) Provide a financial contribution towards outdoor sports facilities and allotments contrary to Policy SL26. For the avoidance of doubt, on-site open space provision for children and teenagers in line with Policy SL26 will be required;	h) <u>For the avoidance of doubt, in relation to open space requirements for the site (policy SL26) it will be expected that open space provision for children and teenagers will be provided on site wherever possible, whilst a financial contribution towards off site outdoor sports facilities and allotments will be required. Beyond this it is expected that the applicant will</u> provide or contribute to any other infrastructure identified at application stage which is necessary to make the development acceptable in planning terms.	Wording of two criteria merged and wording amended to provide clarity about requirements; including the requirement that new urban land is efficiently used.
Policy SL6: Housing allocation at Pycroft Road, Chertsey				
MM26	SL6 inset map	See Appendix 1 with this summary document which shows the difference between the existing and amended inset map at this site.		To clarify that some of the land in the north west is confirmed available but the whole area in the north west will be required to make provision for a set number of dwellings if it comes forward separately to the remainder of the allocation site.
	Policy SL6 Timing	Between 2022-2027	Between 2022 3 -2028 7 <u>subject to delivery of necessary mitigation on the A320</u>	To mitigate the impacts of this site on the A320 corridor.

Policy SL6 criterion c)	c) Take account of and retain site boundary vegetation in the design and layout of the site including TPO 235 fronting Pycroft Road and provide supplementary planting with native species where necessary;	c) Take account of and retain site boundary vegetation in the design and layout of the site including TPO 235 fronting Pycroft Road and provide supplementary planting with native species where necessary; <u>This will need to be demonstrated and implemented through an appropriate landscaping strategy.</u>	To bring the policy in line with other allocation policies in the plan.
Policy SL6 criterion f)	f) Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site specific Travel Plan and Transport Assessment exploring opportunities for the site to link with or contribute to the A320 off road cycle route and/or National Cycle Route 4 from Chertsey to Egham;	f) Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site specific Travel Plan and Transport Assessment. <u>Given the expected impact of development at the site on the A320, proportionate financial contributions to deliver relevant mitigation will be required. The applicant will also be expected to explore exploring opportunities for the site to link with or contribute to the A320 off road cycle route and/or National Cycle Route 4 from Chertsey to Egham;</u>	To mitigate the impacts of this site on the A320 corridor.
Policy SL6 penultimate para	In the event that the area shown cross hatched on the above plan does not come forward at the same time as the remainder of the allocation it will be expected to provide a minimum of 100 net additional C3 residential units with the remainder of the site providing a minimum of 175 net additional C3 residential units and 5 Gypsy/Traveller pitches.	In the event that the area shown cross-hatched <u>shaded</u> on the above plan does not come forward at the same time as the remainder of the allocation it will be expected to provide a minimum of 100 net additional C3 residential units with the remainder of the site providing a minimum of 175 net additional C3 residential units and 5 Gypsy/Traveller pitches.	To clarify that some of the land in the north west is confirmed available but the whole area in the north west will be required to make provision for a set number of dwellings if it comes forward separately to the remainder of the allocation site.

Policy SL7: Housing allocation at Thorpe Lea Road North, Egham

MM27	Policy SL7 criterion d)	Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site specific Travel Plan and Transport Assessment exploring opportunities for the site to link with or contribute to off road cycle routes in the area;	Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site specific Travel Plan and Transport Assessment exploring opportunities for the site to link with or contribute to off road cycle routes <u>and passenger transport infrastructure and services</u> in the area;	To ensure that the thread which runs through the Local Plan which seeks to promote and secure active and secure sustainable transport solutions is sufficiently embedded into these allocation policies and that the policy takes opportunities to link to public transport services locally. The reference to off road cycle solutions in hindsight is considered to be unnecessarily limiting.
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	Policy SL7 criterion g) and h)	<p>g) Provide or contribute to any other infrastructure identified at application stage which is necessary to make the site acceptable in planning terms.</p> <p>h) Provide a financial contribution towards outdoor sports facilities and allotments contrary to Policy SL26. For the avoidance of doubt, on-site open space provision for children and teenagers in line with Policy SL26 will be required;</p>	<p><u>g) For the avoidance of doubt, in relation to open space requirements for the site (policy SL26) it will be expected that open space provision for children and teenagers will be provided on site wherever possible, whilst a financial contribution towards off site outdoor sports facilities and allotments will be required. Beyond this, it will be expected that the applicant will</u> provide or contribute to any other infrastructure identified at application stage which is necessary to make the development acceptable in planning terms.</p>	<p>Wording of two criteria merged and wording amended to provide clarity about requirements; including the requirement that new urban land is efficiently used.</p>
Policy SL8: Housing allocation at Thorpe Lea Road West, Egham				
MM28	SL8 inset map	See Appendix 2 with this summary document which shows the difference between the existing and amended inset map at this site.		<p>To neaten up the areas of hatching and to extend the yellow line which indicates potential for access points so that it includes Clockhouse Lane East and along part of New Wickham Lane to reflect up to date discussions with the developer who is bringing forward the majority of the site.</p>

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

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

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

		Gorse Hill Manor & Gorse Hill House – 6 net units Rest of Site – 2 net units	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				
MM30	Policy SL10 criterion b)	b) Take account of site boundary vegetation and the built development strategy for unit SW1 of the Surrey Landscape Character Assessment in the design, layout and landscaping of the site. This will need to be demonstrated and implemented through an appropriate landscaping strategy;	b) Take account of site boundary vegetation and the built development strategy for unit SS4W4 of the Surrey Landscape Character Assessment in the design, layout and landscaping of the site. This will need to be demonstrated and implemented through an appropriate landscaping strategy;	To change incorrect landscape unit quoted in Policy SL10.
	Policy SL10 criterion e)	e) Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site specific Travel Plan and Transport Assessment exploring opportunities for the site to link with or contribute to off road cycle routes at Longcross Garden Village;	e) Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site specific Travel Plan and Transport Assessment, exploring opportunities for the site to link with, with or contribute towards to off road cycle routes <u>including those</u> at Longcross Garden Village <u>and to improve pedestrian access to public transport links</u> ;	To ensure that the thread which runs through the Local Plan which seeks to promote and secure active and sustainable transport solutions is sufficiently embedded into the allocation policies. To clarify the range of cycle links to be considered in association with this allocation.

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

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

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

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

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

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

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

	Policy SL15 criterion g)	Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site specific Travel Plan and Transport Assessment and contribute to the delivery of any measures identified in the A320 feasibility study;	Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site specific Travel Plan and Transport Assessment. <u>Given the expected impact of development at the site on the A320, proportionate financial contributions to deliver relevant mitigation will be required,</u> and contribute to the delivery of any measures identified in the A320 feasibility study;	Minor wording change to ensure accuracy of requirement and to ensure consistency with other allocation policies.
Policy SL16: Housing allocation at Parcel C, Chertsey Bittams, Chertsey				
MM36	Policy SL16 Timing	Post 2027 contingent on delivery of mitigation to the A320	Post 2027 <u>subject to delivery of necessary mitigation on the A320</u> contingent on delivery of mitigation to the A320	Wording amended to improve clarity.
	Policy SL16 criterion a)	Make provision for a minimum of 35 net additional C3 dwellings and 1 net additional serviced Gypsy/Traveller pitches;	Make provision for a minimum of 35 9 net additional C3 dwellings, and 1 11 net additional serviced Gypsy/Traveller pitches <u>and permanent retention of the existing temporary pitch;</u>	To reflect discussions with the landowner and meet Gypsy and Traveller need.

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

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

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

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

	<p>on site, unless off-site provision or a financial contribution of broadly equivalent value can be robustly justified (for example to improve or make more effective use of the existing housing stock) and the agreed approach contributes to the objective of creating mixed and balanced communities. Such policies should be sufficiently flexible to take account of changing market conditions over time.</p>	<p><u>housing is proposed, planning policies and decisions should expect at least 10% of the homes to be available for affordable home ownership, unless this would exceed the level of affordable housing required in the area (which is not the case in Runnymede), or significantly prejudice the ability to meet the identified affordable housing needs of specific groups (exemptions are specifically listed in the NPPF).</u> Paragraph 50 of the NPPF sets out that to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities, LPAs should (amongst other things), where they have identified that affordable housing is needed, set policies for meeting this need on site, unless off site provision or a financial contribution of broadly equivalent value can be robustly justified (for example to improve or make more effective use of the existing housing stock) and the agreed approach contributes to the objective of creating mixed and balanced communities. Such policies should be sufficiently flexible to take account of changing market conditions over time.</p>	
Para 6.41	<p>The Council's SHMA indicates a clear need for affordable housing in the Borough and the wider HMA and it is on this basis that policy SL21 has been formulated.</p>	<p>The Council's SHMA indicates a clear need for affordable housing in the Borough and the wider HMA and it is on this basis that policy SL21 <u>SL20</u> has been formulated.</p>	<p>Wrong policy has been referred to.</p>
Footnote 17	<p>¹⁷This includes starter homes, intermediate homes and shared ownership. And any other form of affordable housing as</p>	<p>⁴⁷This includes starter homes, intermediate homes and shared ownership. And any other form of affordable housing as described by national guidance or legislation</p>	<p>To more closely align with NPPF 2019.</p>

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

						<u>Council to review opportunities to provide a transit site(s) in the County. Any new transit site coming forward in the plan period will be considered through the planning application process in line with local plan policies, including policy SL22.</u>				
SL22 Policy Heading	Policy SL22: Meeting the Needs of Gypsies and Travellers					Policy SL22: Meeting the needs of Gypsies, and Travellers <u>and Travelling Showpeople</u>				To provide clarification.
Policy SL22 1 st para	Over the lifetime of the Local Plan the Council will plan to deliver 112 Gypsy/Traveller pitches and 19 Travelling Showmen Plots which will be expected to come forward as follows:					Over the lifetime of the Local Plan the Council will plan to deliver 112 Gypsy/Traveller pitches and 19 Travelling Showmen Plots which will be expected to come forward as follows: <u>The Council's most up to date assessment of the accommodation needs of gypsies, travellers and travelling showpeople (GTAA January 2018) identifies the following level of need for pitches and plots in the Borough over the period of the Local Plan:</u>				Phraseology amended to ensure accuracy of statement.
Policy SL22 table	Type	2015-2022	2023-2027	2028-2030	<u>Type</u>	<u>2015-2022</u>	<u>2023-2027</u>	<u>2028-2030</u>	To update the table with the most up to date information.	
	Pitches	96	10	6	<u>Pitches</u>	<u>9671</u>	<u>4012</u>	<u>60</u>		
	Plots	16	2	1	<u>Plots</u>	<u>16</u>	<u>2</u>	<u>1</u>		

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

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

	<p>Policy SL22 criteria list</p>	<p>(i) the site is suitably connected by sustainable and active modes of transport to a settlement with existing health care, retail, and school facilities;</p> <p>(ii) the impact of development would not harm landscape character;</p> <p>(iii) the site can be safely accessed by pedestrians, vehicles and caravans to and from the highway;</p> <p>(iv) the site is located in flood zone 1 as shown on the Policies Map or in flood zone 2 if it can be demonstrated that both the sequential and exception tests can be passed.</p> <p>The following criterion applies additionally to Travelling Showpeople accommodation only:</p> <p>(v) the site should be suitable for the storage and maintenance of show equipment and associated vehicles without causing harm through conflict with other policies in the Plan.</p> <p>(vi) the site can be suitably connected to clean and foul water utilities;</p>	<p>(i) the site is suitably connected by sustainable and active modes of transport to a settlement with existing health care, retail, and school facilities;</p> <p>(ii) the impact of development would not harm landscape character;</p> <p>(iii) the site can be safely accessed by pedestrians, vehicles and caravans to and from the highway;</p> <p>(iv) the site is located in flood zone 1 as shown on the Policies Map or in flood zone 2 if it can be demonstrated that both the sequential and exception tests can be passed.</p> <p><u>(v) the site can be suitably connected to clean and foul water utilities;</u></p> <p><u>(vi) all pitches/plots would be able to accommodate the reasonable amenities of the occupiers.</u></p> <p>The following criterion applies additionally to Travelling Showpeople accommodation only:</p> <p>(vii) <u>In addition to (vi) above</u>, the site should be suitable for the storage and maintenance of show equipment and associated vehicles without causing harm through conflict with other policies in the Plan.</p> <p>(vi) the site can be suitably connected to clean and foul water utilities;</p>	<p>Spacing introduced and minor ordering of criteria to confirm that the suitability of sites to be connected to clean and foul water facilities applies to all traveller pitches and plots and to confirm that amenity considerations would be relevant.</p>
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	<p>Policy SL22 7th para</p>	<p>Where traveller pitches are required to be provided on sites allocated through this Local Plan, the Council will secure their delivery through the imposition of a planning condition attached to any planning approval granted.</p>	<p>Where traveller pitches are required to be provided on sites allocated through this Local Plan, the Council will secure their delivery through the imposition of <u>appropriate</u> a planning conditions <u>s or obligations</u> attached to any planning approval granted. <u>Those obligations will include an appropriate management agreement including measures to secure:</u></p> <ul style="list-style-type: none"> - <u>Phasing of site delivery and trigger points to secure early delivery, proportionate to the site delivery;</u> - <u>Measures to ensure the site is secured in perpetuity for Gypsies, Travellers or Travelling Showpeople (in accordance with the relevant definition from the Planning Policy for Traveller Sites, or any replacement guidance) as appropriate</u> - <u>A policy for Allocation (to preserve access for those with local connection);</u> <p><u>And,</u></p> <ul style="list-style-type: none"> - <u>Further to Policy SL20, consideration of delivery of a proportion of the pitches or plots at below market value, as affordable housing, based on evidence of need as set out in the Council's latest GTAA and viability at the time of the application. This consideration applies to both the provision of pitches or plots on site and in cases where provision is proposed off site.</u> 	<p>To ensure clarity for developers, ensure the pitches and plots are retained for their intended purpose and ensure the deliverability of the pitches or plots at an appropriate time within overall site delivery.</p>
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	Policy SL22 last para	The loss of authorised pitches and plots for gypsies, travellers and travelling showmen to other uses will be resisted unless it can be demonstrated that there is a surplus supply of traveller pitches and plots for gypsies and travellers in the Borough.	The loss of authorised pitches and plots for gypsies, travellers and travelling showmen showpeople to other uses will be resisted unless it can be demonstrated that there is a surplus supply of traveller pitches and plots for gypsies and travellers in the Borough.	Minor wording change to bring language in line with that used in the Planning Policy for Traveller Sites.
Policy SL23: Accommodating Older People and Students				
MM41	Para 6.54	The SHMA has identified that, given the growth in the older population and the higher levels of disability and health problems amongst older people, there is likely to be an increased requirement for specialist housing in the Borough over the Plan period. However, this provision should be one of a range of tenures and should not contribute to the development of unbalanced communities.	The SHMA has identified that, given the growth in the older population and the higher levels of disability and health problems amongst older people ¹⁸ , there is likely to be an increased requirement for specialist housing in the Borough over the Plan period. However, t However, t his provision should be one of provide a range of tenures and types of accommodation that support independence, well-being and inclusion for older people and avoid should not contribute to the development of unbalanced communities which can arise when appropriate options are not provided for all sections of the population. Footnote 18 to read: <u>18As defined in the NPPF.</u>	To provide clarification as to the definition of older people for the purpose of the Local Plan.

	New para after para 6.54	n/a	<p><u>The Council’s 2018 SHMA shows that the Borough is expected to see a notable increase in the older person population with the total number of people aged 65 and over projected to increase by 4,830 people over the period of the Local Plan. Although many older households will remain in the homes in which they have lived for many years, some may wish to downsize. Furthermore, some older households will require specialist housing or support, or need adaptations to their homes. The increase in the older population may result in an increase in the number of people with dementia (by 480) and an increase of people with mobility problems (by 1049) between 2016 and 2030. The SHMA identifies a need for 37 additional units of specialist housing per year over the plan period and 13 bedspaces per year of residential care housing over this same period. This totals 750 units/bedspaces in total. It should be noted that these need figures could change over the period of the Local Plan as underpinning evidence/population forecasts are updated. The projected increase in the number of Runnymede residents over 65 years has implications in relation to the type of housing available and other considerations such as health and access to services.</u></p>	To provide additional background information.
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<p>Para 6.56</p>	<p>Some of the allocated sites plan to deliver a range of specialist housing needs for older people, but outside of these sites, Policy SL23 sets out the criteria for assessing proposals for specialist accommodation for older people, including sheltered housing, extra care accommodation, and care homes, including its appropriate location, consistent with NPPF paragraph 50.</p>	<p>Some of the allocated sites¹⁹ 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.</p> <p>Footnote 19 to read: <u>¹⁹At Longcross Garden Village and St Peter’s Hospital.</u> and Chertsey Bittams parcel D.</p>	<p>To provide clarification in terms of the allocations being referred to in the body of the text and that the care home at Chertsey Bittams parcel D is existing.</p>
<p>Policy SL23 1st para</p>	<p>Proposals for specialist accommodation for older people, including sheltered housing, care homes and other appropriate forms of accommodation for the elderly and those with particular needs, will be permitted, provided that the development:</p> <ul style="list-style-type: none"> • meets a demonstrable established local community need; • is readily accessible to public transport, shops, local services, community facilities and social networks for residents, carers and their visitors; 	<p><u>The Council will support</u> proposals for specialist accommodation for older people, including sheltered housing, care homes and other appropriate forms of accommodation for the elderly and those with particular needs <u>on suitable sites, to meet needs that have been identified in the Council’s most up to date Strategic Housing Market Assessment (SHMA). It will be expected that proposed development is</u> are will be permitted, provided that the development meets a demonstrable established local community need; is readily accessible to public transport, shops, local services, community facilities and social networks for residents, carers and their visitors;</p>	<p>To confirm that the conclusions of the Council’s most up to date needs assessment, rather than ‘established local community need’ will be a relevant consideration when considering applications for the types of accommodation referred to in the policy. Other minor wording changes to improve flow and structure of policy.</p>

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

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

		<p>Where a plot has been made available and marketed appropriately for at least 12 months but has not sold, the plot may either remain on the open market for self or custom build or be offered to the Council or a Registered Provider before being built out by the developer for market housing.</p>	<p><u>The Council will particularly encourage the development of self-build homes on appropriately sized, serviced sites in the first instance or on appropriately sized sites that are capable of being serviced.</u></p> <p><u>Large development schemes of 50 or more homes will be expected to demonstrate that consideration has been given to custom and self-build plots as part of housing mix with a serviced plot(s) being provided where there is an identified need and it is viable and feasible to do so.</u></p> <p><u>On sites where self and custom build plots are to be provided,</u> the Council will negotiate the mix of self and custom build plots to be made available as informed by the Council's Self Build and Custom Housebuilding Register.</p> <p>Where a plot has been made available and marketed appropriately for at least 12 months but has not sold, the plot may either remain on the open market for self or custom build or be offered to the Council or a Registered Provider before being built out by the developer for market housing.</p>	
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	Para 6.67	Paragraph 50 of the NPPF states that to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities, LPAs should (amongst other things), plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community (such as, but not limited to, families with children, older people, people with disabilities, service families and people wishing to build their own homes). Policy SL26 would help deliver this national policy requirement.	Paragraph 50 of the NPPF states that to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities, LPAs should (amongst other things), plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community (such as, but not limited to, families with children, older people, people with disabilities, service families and people wishing to build their own homes). Policy SL26 SL24 would help deliver this national policy requirement.	Wrong policy has been referred to.
Policy SL26: Existing Open Space				
MM43	Para 6.76	The OSS 2016 has identified the supply and quality of open space across the Borough, including type and location. Policy SL27 has been written in line with the findings and recommendations from the OSS.	The OSS 2016 has identified the supply and quality of open space across the Borough, including type and location. Policy SL27 SL25 has been written in line with the findings and recommendations from the OSS.	Wrong policy has been referred to.
Policy EE1: Townscape and Landscape Quality				
MM44	Para 7.3	Runnymede's Urban Character Appraisal (2009) and the Surrey Landscape Character Assessment (2015) set out the general characteristics of Runnymede's townscape/landscape and how development can be sympathetic to and/or mitigate its impact. The Urban Character Appraisal and Landscape Character	Runnymede's Urban Character Appraisal (2009) and The Surrey Landscape Character Assessment (2015) sets out the general characteristics of Runnymede's townscape/landscape and how development can be sympathetic to and/or mitigate its impact. The Council are also preparing a Design SPD for the whole of Runnymede Borough which	To update the background text regarding the Design SPD.

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

		<p>enhancing the local, natural & historic character of the environment;</p> <ul style="list-style-type: none"> • Reinforce locally distinctive patterns of development by paying particular regard to scale, layout, building lines, materials, massing, bulk, density, height and topography; • Contribute to and enhance the quality of the public realm and/or landscape character through high quality hard and soft landscaping schemes ; • Ensure no adverse impact on the amenities of occupiers of the development proposed or to neighbouring property or uses; • Provide an appropriate standard of private amenity space; • Ensure maximum opportunities for natural surveillance and other measures to design out crime and disorder; • Deliver layouts which offer safe, attractive, legible and permeable routes which are suitable for all users, linking people with places through a choice of active and sustainable travel choices delivered to best practice standards; • Avoid the loss of trees and other vegetation worthy of retention and supplemented with additional high quality planting, or where retention is not feasible or desirable provide for high quality replacement planting; 	<ul style="list-style-type: none"> • Create attractive and resilient places which make a positive contribution to the Borough's townscape, <u>public realm</u> and/or landscape quality by respecting and enhancing the local, natural & historic character of the environment <u>setting and which will endure into the long term, paying particular regard to layout, form, scale, materials, detailing and any guidance set out in adopted planning documents including Neighbourhood Plans and the Council's Design SPD;</u> • <u>Create developments which promote social interaction and design out crime by maximising opportunities for natural surveillance, safe and attractive shared public spaces, active street frontages and legible & accessible connections between people and places for pedestrian & cycling movement and access to public transport, local facilities, green and blue infrastructure;</u> • Reinforce locally distinctive patterns of development by paying particular regard to scale, layout, building lines, materials, massing, bulk, density, height and topography; • Contribute to and enhance the quality of the public realm and/or landscape character <u>setting</u> through high quality <u>and inclusive</u> hard and soft landscaping schemes; <u>This will be demonstrated and implemented through an appropriate landscaping strategy which takes account of existing</u> 	<p>neighbourhood plans.</p>
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		<p>Have regard to relevant design codes or guidance set out in general or specific design Supplementary Planning Document, and through a Design & Access Statement demonstrating how design principles will be delivered. Development proposals will be expected to show the options considered through the early design process and reasons for rejected options and the preferred design.</p>	<p><u>and proposed townscape/landscape character and features:</u></p> <ul style="list-style-type: none"> • Ensure no adverse impact on the amenities of occupiers of the development proposed or to neighbouring property or uses <u>and provide an appropriate standard of private amenity space;</u> • Provide an appropriate standard of private amenity space; • Ensure maximum opportunities for natural surveillance and other measures to design out crime and disorder; • Deliver layouts which offer safe, attractive, legible and permeable routes which are suitable for all users, linking people with places through a choice of active and sustainable travel choices delivered to best practice standards; • Avoid the loss of trees and other vegetation worthy of retention and supplemented with additional high quality planting, or where retention is not feasible or desirable provide for high quality replacement planting; • Have regard to relevant design codes or guidance set out in general or specific design Supplementary Planning Document, and through a Design & Access Statement demonstrating how design principles will be delivered. Development proposals will be expected to show the options considered through the early design process and reasons for rejected options and the preferred design. 	
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			<u>Development proposals will be expected to take account of a scheme’s design at the earliest opportunity and demonstrate through the application process how design principles set out in this Policy and adopted planning documents have been met. For major developments, a Design & Access Statement should set out the design options considered through the design process and how these have evolved into the preferred design.</u>	
Policy EE2: Environmental Protection				
MM45	Para 7.9	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.	Pollution can lead to adverse impacts on the natural environment and the health and well-being of individuals and communities. Pollution effects can come from a number of sources and affect receptors including air, soil and water and through noise, vibration, radiation, dust and particulate matter, odour and light. Development proposals should aim to ensure that any emissions from sources or impacts on receptors can either be fully mitigated or reduced to acceptable levels. <u>Existing businesses and community facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established.</u>	For consistency with paragraph 182 of the 2019 NPPF.
	Policy EE2 new 1 st para	n/a	<u>Any report or assessment required by this policy will be expected to be written in line with best practice guidance or advice.</u>	For clarity.

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

MM46	Policy EE9 3 rd and 4 th para	<p>Development proposals that affect sites with the highest protection, as set out in the Habitats Regulations, will not usually be permitted unless it can be demonstrated that the impact of proposals would not be likely to have a significant effect on these sites either alone or in combination with other plans or projects. In exceptional circumstances where a plan or project is being considered for approval, the sequential test as set out in the (Habitats) Regulations would need to first be passed and accompanied by a full appropriate assessment.</p> <p>For development proposals that affect nationally protected sites, very special circumstances would be required to demonstrate that the benefits of the development proposal clearly outweigh the loss of the site. In instances where applications for development on or adjacent to sites that are not legally protected but are identified as important come forward, applicants will be expected to follow the hierarchy of mitigation so that biodiversity/geodiversity damage from development should first be avoided, then mitigated on-site and finally, as a last resort and where acceptable, offset.</p>	<p>Development proposals that affect sites with the highest protection, as set out in the Habitats Regulations, will not usually be permitted unless it can be demonstrated that the impact of proposals would not be likely to have a significant effect on these sites either alone or in combination with other plans or projects. In exceptional circumstances where a plan or project is being considered for approval, the sequential test as set out in the (Habitats) Regulations would need to first be passed and accompanied by a full appropriate assessment.</p> <p><u>Development proposals not directly related to the management of Ramsar, SPA, SAC as well as SSSI units forming part of these designations will not be permitted unless it can be demonstrated that the impact of proposals, either alone or in combination, will not result in likely significant adverse effects. If significant adverse effects remain even with the implementation of suitable avoidance and/or mitigation, development proposals will need to demonstrate that alternatives to the proposal have been fully explored and that Imperative Reasons of Overriding Public Interest (IROPI) exist. In these exceptional circumstances the Council will only permit development where suitable compensatory measures can be implemented.</u></p> <p>For development proposals that affect nationally, <u>regional or locally</u> protected sites <u>not forming part of a Ramsar, SPA or SAC, permission</u></p>	To clarify the Council's approach to the hierarchy of designated sites and how development proposals which affect these will be considered in light of the designated site's status in the hierarchy.
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			<p>will only be granted very special circumstances would be required to where it can be demonstrated that the benefits of the development proposal clearly outweigh the less harm to of the site. In instances where applications for development on or adjacent to sites that are not legally protected but are identified as important come forward, applicants will be expected and has to followed the hierarchy of mitigation so that biodiversity/geodiversity damage from development should first be avoided, then mitigated on-site and finally, as a last resort and where acceptable, offset.</p>	
	Para 7.71	It should be noted that the Council is committed to resurveying its SNCIs during the first five years of the Local Plan.	It should be noted that the Council is committed to resurveying its SNCIs during the first five years of the Local Plan. <u>Any SNCIs identified through a resurvey will be considered in the same way as existing SNCIs.</u>	To ensure any new SNCIs identified are considered in the same way as existing designations.
Policy EE10: Thames Basin Heaths Special Protection Area				
MM47	New para after 7.81	n/a	<u>This approach sets out that SANG of certain size will generally have a particular catchment. As a guide, SANG of 2-12ha will have a catchment of 2km; SANG of 12-20ha will have a catchment of 4km; SANG of 20ha or more will have a catchment of 5km.</u>	To ensure the effective delivery of the Thames Basin Heaths Delivery Framework

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

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

Policy EE13 final para	The Council supports proposals for strategic flood relief measures (including any associated enabling works), including the proposed flood channel through Runnymede as part of the wider River Thames Scheme. The proposed route of the channel and the land adjacent to it, as shown on the Policies Map will be safeguarded for this purpose.	The Council supports proposals for strategic flood relief measures (and associated enabling works), including the proposed emerging flood relief measures and channel through Runnymede as part of the wider River Thames Scheme. The land which may be required for the River Thames Scheme proposed route of the channel and the land adjacent to it, as shown on the Policies Map will be is safeguarded for this purpose. <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.</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.
Policy EE14: Extensions and Alterations to and Replacement of Buildings in the Green Belt			

MM50	Para 7.110	The addition of a basement to a property is often seen as a way of adding additional footprint without impacting on the openness of the Green Belt. However, a basement is still an addition to the size of the original or existing building, and as such may result in disproportionality or a materially larger replacement, and therefore be contrary to Green Belt policy, causing harm to the Green Belt.	The addition of a basement to a property is often seen as a way of adding additional footprint floorspace without impacting on the openness of the Green Belt. However, a basement is still an addition to the size of the original or existing building, and as such may result in disproportionality or a materially larger replacement, and therefore be contrary to Green Belt policy, causing harm to the Green Belt.	For clarity and accuracy.
	Policy EE14	<p>The National Planning Policy Framework states that the construction of new buildings is inappropriate development in the Green Belt. Exceptions to this are:</p> <p>a) Proportionate extensions and/or alterations to existing residential and non-residential buildings taking into account the potential impact on the openness and the purposes of including the land in Green Belt.</p> <p>b) The replacement of a building provided the new building is in the same use and is not materially larger than the building it replaces nor cause significant harm to the openness and/or character of the Green Belt.</p> <p>When assessing a proposal with regard to harm to openness and whether it constitutes inappropriate development, the following considerations will be taken into account:</p>	<p>The National Planning Policy Framework states that the construction of new buildings is inappropriate development in the Green Belt. Exceptions to this are: a) <u>Proportionate extensions and/or alteration of a building is not inappropriate development provided that it does not result in disproportionate additions over and above the size of the original building.</u> s to existing residential and non-residential buildings taking into account the potential impact on the openness and the purposes of including the land in Green Belt.</p> <p>b) The replacement of a building is not inappropriate development provided the new building is in the same use and is not materially larger than the building it replaces nor cause significant harm to the openness and/or character of the Green Belt. <u>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</u></p>	For clarity and to align more closely with NPPF 2019.

		<ul style="list-style-type: none"> • The planning history of the site (post 1st July 1948) including any previous extensions or enlargements including previous works carried out under permitted development; • The current use of the existing building(s); • The use of the proposed building(s)/extension; • Floorspace including mezzanine levels, space under roofs and covered balconies; • Alterations to footprint which may increase the spread and site coverage and reduce distances to boundaries or materially increase the prominence of the building; • Changes in mass, bulk and height of buildings including roof form changes and features, and any raising off ground to provide voids/flood mitigation; • Scale of buildings including from different aspects within and outside the site; • Inclusion of features which may impact on openness including basements and sunken areas, light wells, changes to ground levels including any exposed parts of buildings and ramps; <p>Other ancillary aspects of a development proposal such as garages and other outbuildings, walls and gates, areas of hardstanding and their use and external storage will be considered additionally in respect of the built envelope, function and linkages to the main dwelling. These may</p>	<p><u>should not materially increase the prominence of the development at the site.</u></p> <p>When assessing a proposal with regard to harm to openness and whether it constitutes inappropriate development, the following considerations will be taken into account:</p> <ul style="list-style-type: none"> • The planning history of the site (post 1st July 1948) including any previous extensions or enlargements including previous works carried out under permitted development; • The current lawful use of the existing building(s); • The use of the proposed building(s)/extension; • Existing and proposed floorspace including mezzanine levels, space under roofs and covered balconies; • Alterations to Existing and proposed built footprint which may increase the spread and site coverage and reduce distances to boundaries or materially increase the prominence of the building; • Changes in mass, bulk and height of buildings including roof form changes and features, and any raising off ground to provide voids/flood mitigation; • Scale of buildings including from different aspects within and outside the site; • Inclusion of features which may impact on openness including basements and sunken areas, light wells, changes to ground levels including any exposed parts of buildings and ramps; 	
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		cumulatively have an unacceptable impact on the openness of the Green Belt.	<ul style="list-style-type: none"> Other ancillary aspects of a development proposal such as garages and other outbuildings, walls and gates, areas of hardstanding and their use and external storage will be considered additionally in respect of the built envelope, function and linkages to the main dwelling. These may cumulatively have an unacceptable impact on the openness of the Green Belt. 	
Policy EE15: Re-use of Buildings in Green Belt				
MM51	Policy EE15 1 st para	The re-use of buildings in the Green Belt is not inappropriate provided the buildings are lawful and of permanent and substantial construction, the proposal preserves the openness of the Green Belt and does not conflict with the Green Belt purposes. When assessing proposals for re-use, the following factors will be taken into account:	The re-use of buildings in the Green Belt may is not be inappropriate provided the buildings are lawful and of permanent and substantial construction, the proposal preserves the openness of the Green Belt and does not conflict with the Green Belt purposes. When assessing proposals for re-use, the following factors <u>considerations</u> will be taken into account:	For clarity.
Policy EE16: Outdoor Sport and Recreation in the Green Belt				

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

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

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

Policy IE4: The Visitor Economy				
MM57	Policy IE4 para ii)	ii) The loss of existing tourist and leisure attractions, including arts, cultural and entertainment facilities and hotels will be strongly resisted unless replacement facilities of an of provision are proposed in a location equally accessible to the facility's current catchment area. Alternatively, robust evidence must be provided to demonstrate that:	ii) The loss of existing tourist and leisure attractions, including arts, cultural and entertainment facilities and hotels will be strongly resisted unless replacement facilities of an of provision are proposed in a location equally accessible to the facility's current catchment area. Alternatively, robust evidence must be provided to demonstrate that:	To remove superfluous words.
Policy IE6: Town Centre Development				
MM58	Policy IE6 3 rd para	Development proposals for use classes A2 to A5 and other town centre uses within the secondary shopping frontages, will only be permitted where a minimum of 30% of the total units are retained in A1 use. Residential uses will only be permitted on the ground floor within the Secondary Shopping Frontages in exceptional circumstances, where the use would not harm the vitality or viability of the centre.	Development proposals for use classes A2 to A5 and other town centre uses within the secondary shopping frontages, will only be permitted where a minimum of 30% of the total units are retained in A1 use. Residential uses will only be permitted on the ground floor within the Secondary Shopping Frontages in exceptional circumstances , where the use would not harm the vitality or viability of the centre.	To ensure, in relation to residential uses within secondary frontages, the vitality and viability of the Boroughs town centres is maintained whilst allowing for flexibility for other uses on secondary areas.
	Table 3	Table 3: Forecast retail growth in the Borough's town centres over the Local Plan period.	Table 3-5 5: Forecast retail growth in the Borough's town centres over the Local Plan period (net m²).	To reflect the new table number given the addition of tables earlier in the plan and to clarify the units of the numbers in the table.

Policy IE10: Egham Gateway West allocation				
MM59	Policy IE10 final para	*Student accommodation will be supported as part of residential development on this site. Where an application proposes student accommodation a proportionate reduction in general needs C3 residential units would be provided.	*Student accommodation will be supported as part of residential development on this site. Where an application proposes student accommodation a proportionate reduction in general needs C3 residential units would be provided. <u>If student accommodation is not proposed the higher figure of 120 residential units is to be applied as a minimum.</u>	To provide clarification about the site requirements.
<u>*new policy * Policy IE11: Strodes College Lane allocation</u>				
MM60	After policy IE10	n/a	<u>Site ref and name</u>	Site has been granted planning permission, so no longer considered an opportunity area.
			<u>Timing</u>	
			<u>Development requirements</u>	<p><u>This 0.2ha site is located in Egham Town Centre. It is expected that the site will deliver development over the Plan period to include:</u></p> <ul style="list-style-type: none"> <u>a) a minimum of 100* units of student accommodation</u> <u>b) A use class* development at ground floor level development for Class A use * at ground floor level</u> <p><u>*Planning permission has been granted in February 2019 at the site, which accords with the level of development proposed through this allocation policy.</u></p>

			<p><u>Residential development would also be supported at the site in the form of a flatted scheme. It is considered that the site could accommodate at least 40 residential units.</u></p> <p><u>In the design of any scheme, special regard will need to be paid to the designated and non-designated heritage assets in close proximity to, and within the site.</u></p>	
Section 8 (improving our economy)	The inset maps for the Opportunity Areas following IE11 will be changed to reflect the new policies numbers given the proposed introduction of IE11.			To account for inclusion of new policy.
Para 8.57 – 8.58	<p>Justification for inclusion of policies IE7 to IE10</p> <p>8.57 The NPPF advises that Local Plans should allocate a range of suitable sites to meet the scale and type of: retail, leisure, commercial, office, tourism, cultural, community and residential development needed in town centres, with identified needs being met in full (please note that leisure uses including A3-A5 uses and community and cultural uses are discussed in more detail in policy IE4: visitor economy and in other chapters in this Local Plan</p>	<p>Justification for inclusion of policies IE7 to IE10 IE11</p> <p>8.57 The NPPF advises that Local Plans should allocate a range of suitable sites to meet the scale and type of: retail, leisure, commercial, office, tourism, cultural, community and residential development needed in town centres, with identified needs being met in full (please note that leisure uses including A3-A5 uses and community and cultural uses are discussed in more detail in policy IE4: visitor economy and in other chapters in this Local Plan including: the Recreation,</p>		To account for inclusion of new policy.

		including: the Recreation, Green Space and Leisure chapter and Transport and Infrastructure chapter).	Green Space and Leisure chapter and Transport and Infrastructure chapter).		
		8.58 Policies IE7 to IE10 seek to comply with Local Plan objectives 4 and 14.	8.58 Policies IE7 to IE10 IE11 seek to comply with Local Plan objectives 4 and 14.		
Section 8 (improving our economy) pg. 168	Strodes College Lane Opportunity Area, Egham		Strodes College Lane Opportunity Area, Egham	Site has been granted planning permission, so no longer considered an opportunity area.	
	Timing	2019	Timing		2019
	Development opportunity	<p>This 0.2ha site is located in Egham Town Centre and over the period of the Local Plan is considered to present an opportunity for redevelopment. The site has previously benefitted from planning consent for a mixed use development which includes 14 residential units (under RU.13/0325). Whilst this consent has now expired, it is considered that this site remains an opportunity area for this type of development.</p> <p>In the design of any scheme, special regard will need to be paid to the designated and non-designated heritage assets in close proximity to, and within the site.</p> <p>This site is within the Total Catchment for the Source</p>	<p>Development opportunity</p> <p>This 0.2ha site is located in Egham Town Centre and over the period of the Local Plan is considered to present an opportunity for redevelopment. The site has previously benefitted from planning consent for a mixed use development which includes 14 residential units (under RU.13/0325). Whilst this consent has now expired, it is considered that this site remains an opportunity area for this type of development.</p> <p>In the design of any scheme, special regard will need to be paid to the designated and non-designated heritage assets in close proximity to, and within the site.</p> <p>This site is within the Total Catchment for the Source Protection Zone (SPZ3) for the potable abstraction at Chertsey. There is the</p>		

		Protection Zone (SPZ3) for the potable abstraction at Chertsey. There is the potential for mobilisation of contaminants during development to impact on the Principal Aquifer, in particular as the site was formerly a Dry Cleaners. This should be considered in the design of any development proposal at the site.	potential for mobilisation of contaminants during development to impact on the Principal Aquifer, in particular as the site was formerly a Dry Cleaners. This should be considered in the design of any development proposal at the site.	
Para 8.60	Policy IE11 seeks to comply with Local Plan objectives 4 and 14.	Policy IE11 IE12 seeks to comply with Local Plan objectives 4 and 14.		To account for inclusion of new policy.
Para 8.62	The local centres identified in Policy IE11: Local Centres exclude small parades of shops of purely neighbourhood significance. The Council's strategy is to ensure that local centres continue to provide a broad range of services for their local communities, mainly serving specialist local needs or the immediate day to day needs of their local populations.	The local centres identified in Policy IE11 IE13 : Local Centres exclude small parades of shops of purely neighbourhood significance. The Council's strategy is to ensure that local centres continue to provide a broad range of services for their local communities, mainly serving specialist local needs or the immediate day to day needs of their local populations.		To account for inclusion of new policy.
Policy IE11: Town Centre Opportunity Areas, Chertsey Opportunity Area: Sainsburys and car park				
MM61	Chertsey opportunity area, Development opportunity final para	This site is within the Outer Source Protection Zone (SPZ2) for the potable abstraction at Chertsey and EA records suggest that the area of the car park was formerly a petrol station (previously remediated). There is the potential for mobilisation of contaminants during development. To mitigate impact on the Principal Aquifer should be addressed.	This site is within the Outer Source Protection Zone (SPZ2) for the potable abstraction at Chertsey and EA records suggest that the area of the car park was formerly a petrol station (previously remediated). There is the potential for mobilisation of contaminants during development. To mitigate impact on the Principal Aquifer should be addressed. There is potential for mobilisation of contaminants	For clarity.

			<u>during development of this site. Therefore, any impacts on the Principal Aquifer will need to be mitigated as part of any development proposals coming forward.</u>	
Appendix A – Monitoring Framework				
MM62	Objective 2	To support the delivery of at least 7480 additional homes in Runnymede in the period 2015-2030 (an average of 498 homes a year) and maximising opportunities to deliver high quality housing including affordable housing, starter homes, housing for those with specialist needs and plots for those who wish to build their own home;	To support the delivery of at least 7480 <u>7507</u> additional homes in Runnymede in the period 2015-2030 (an average of 500 498 homes a year) and maximising opportunities to deliver high quality housing including affordable housing, starter homes, housing for those with specialist needs and plots for those who wish to build their own home;	To reflect proposed amendments to policy SD2.
	Objective 2, target 2	Achieve 7,413 dwellings over plan period	Achieve 7,413 <u>7,507</u> dwellings over plan period	To reflect proposed amendments to Policy SD2.
	Objective 2, target 9	Over the lifetime of the Local Plan achieve 30% of dwellings as affordable split: 80% Social/Affordable Rent 20% Discounted Market	Over the lifetime of the Local Plan achieve 30% of dwellings as affordable split: 80% <u>70%</u> Social/Affordable Rent 20% <u>30%</u> Discounted Market	To reflect proposed amendments to Policy SL20.
	Objective 2, indicator 10	Number of net additional Gypsy/Traveller pitches and Travelling Showmen plots completed over plan period (running total)	Number of net additional Gypsy/Traveller pitches and Travelling Showmen <u>Showpeople</u> plots completed over plan period (running total)	To update terminology.
	Objective 2, target 11	Achieve: 5% of residential units on sites of 20 (gross) or more dwellings as self/custom build housing	Achieve: 5% of residential units on sites of 20 (gross) or more dwellings as self/custom build housing <u>To meet the needs of the Councils register</u>	To reflect proposed amendments to Policy SL24.
	Objective 5, target 2	1,700 phased in accordance with village masterplan	<u>A minimum of</u> 1,700 phased in accordance with village masterplan	To more closely reflect Policy SD10.

	Objective 5, target 5	On completion of development achieve: 5% of non-specialist housing as custom/self-build units 10 Gypsy/Traveller Pitches; 60 units of Extra Care accommodation;	On completion of development achieve: 5% of non-specialist housing as custom/self-build units 10 Gypsy/Traveller Pitches <u>At least 10 plots for Travelling Show People;</u> 60 units of Extra Care accommodation;	To reflect proposed amendments to policy SD10.
	Objective 9, target 4	Deliver sufficient SANG capacity to enable delivery of Local Plan housing targets.	Deliver sufficient SANG capacity to enable delivery of Local Plan housing targets <u>(to be reviewed annually).</u>	To monitor policy EE10 and ensure it is effectively delivered.
	Objective 9	New indicator	Indicator: <u>SANG capacity (number of dwellings)</u> Target: <u>To ensure there is sufficient SANG to meet the level of development included in the Local Plan. Capacity is continually monitored and if capacity falls below 200 units, new SANG will need to be identified and put in place</u>	To ensure a sound approach to the supply of SANG, enabling the delivery of the Local Plan.
Appendix B – List of sites not already granted permission or allocated				
MM63	1 st row	Barrsbrook & Barrsbrook Cattery, Guildford Road	Barrsbrook & Barrsbrook Cattery, Guildford Road	Site has received grant of planning permission and should be removed from list.
	15 th row	Luddington House	Luddington House	Site has received grant of planning

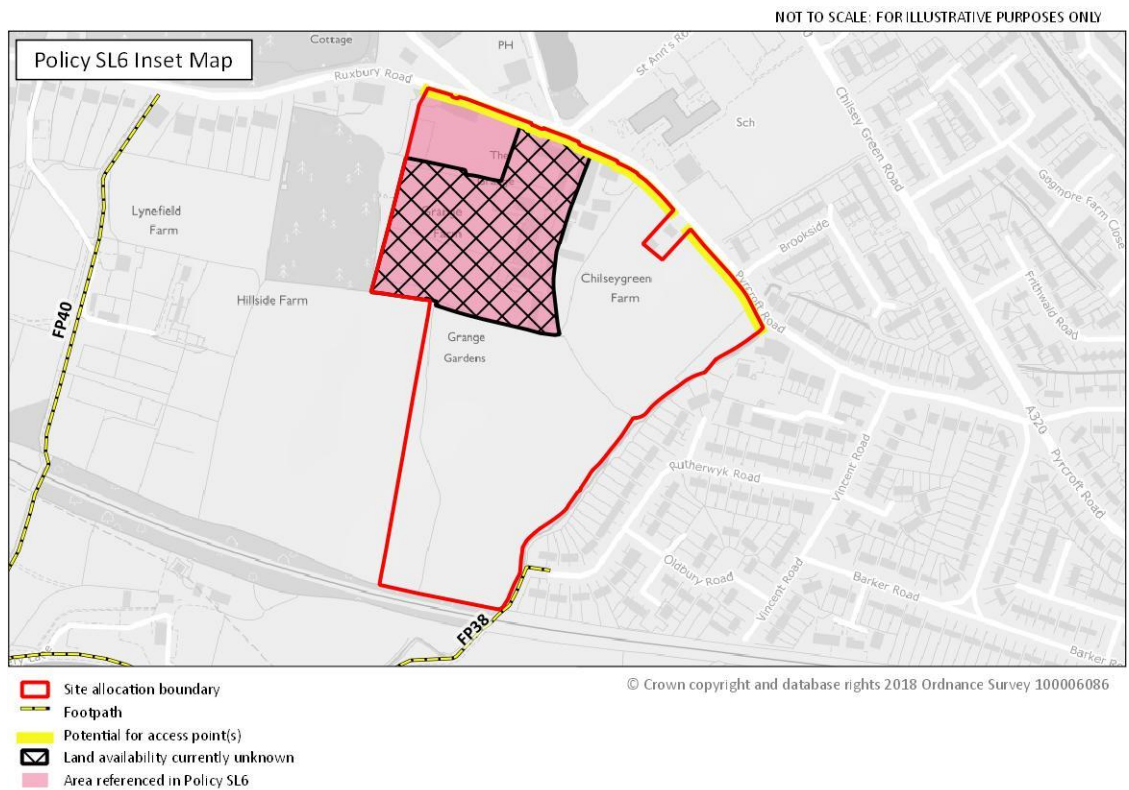
				permission and should be removed from list.
	Add new line and list 33 Station Road for 15 units.			This is a site that the council has become aware of since the consultation on the draft Local Plan.
Appendix C – Priority habitats and species in Runnymede				
MM64	Appendix C	<i>Others:</i> Queen’s executioner (a beetle), Stag beetle, Two-tone reed beetle; Southern iron blue mayfly, scarce brown sedge* (a caddis fly)	<i>Others:</i> Queen’s executioner (a beetle), Stag beetle, Two-tone reed beetle; <u>Depressed river mussel</u> , Southern iron blue mayfly, scarce brown sedge* (a caddis fly)	Accuracy.
<u>*new* Appendix D – List of policies from existing 2001 Local Plan to be replaced and deleted</u>				
MM65	NEW Appendix	Appendix 4 sets out the contents of this proposed new appendix		To confirm which of the saved policies within the 2001 Local Plan are replaced by policies within the Runnymede 2030 Local Plan and which polices are proposed to be deleted.

Appendix 1. Amended inset map for Policy SL6

Existing map

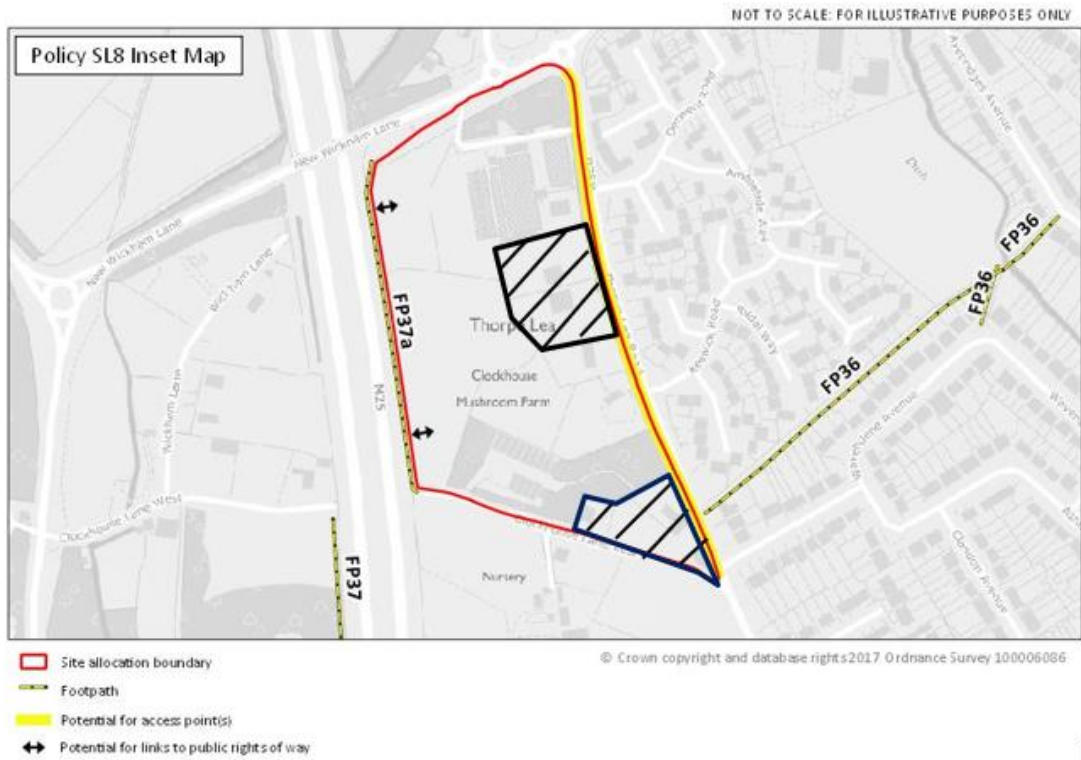


Proposed map

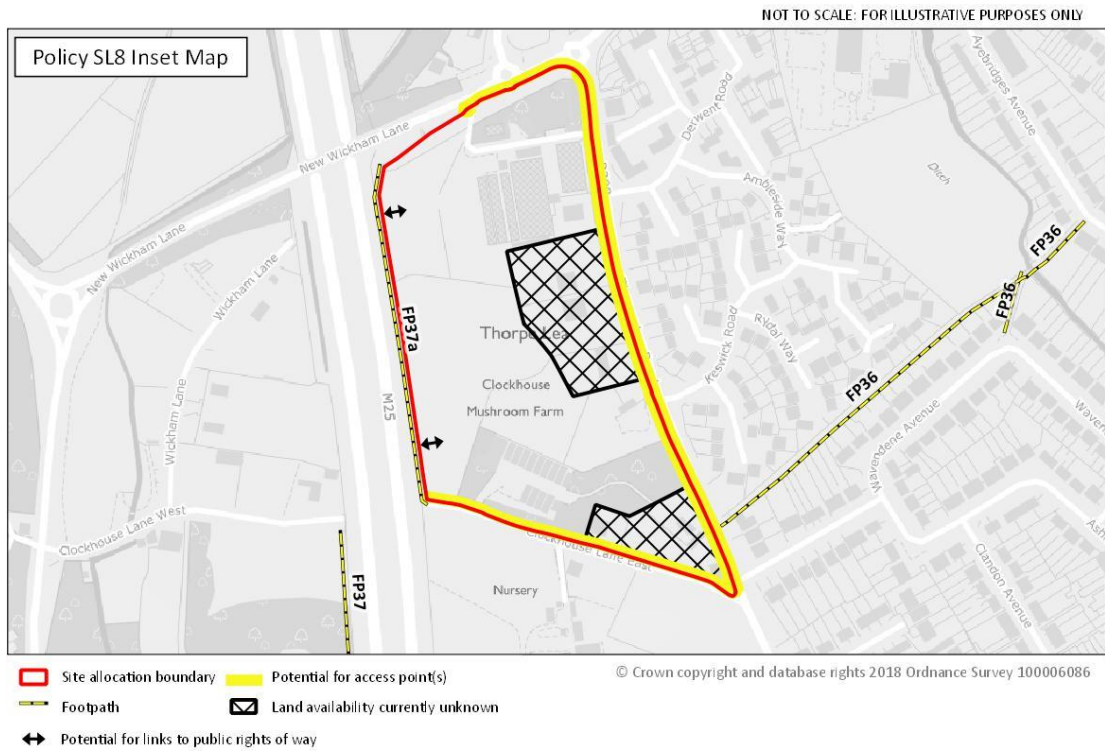


Appendix 2. Amended inset map for Policy SL8

Existing map

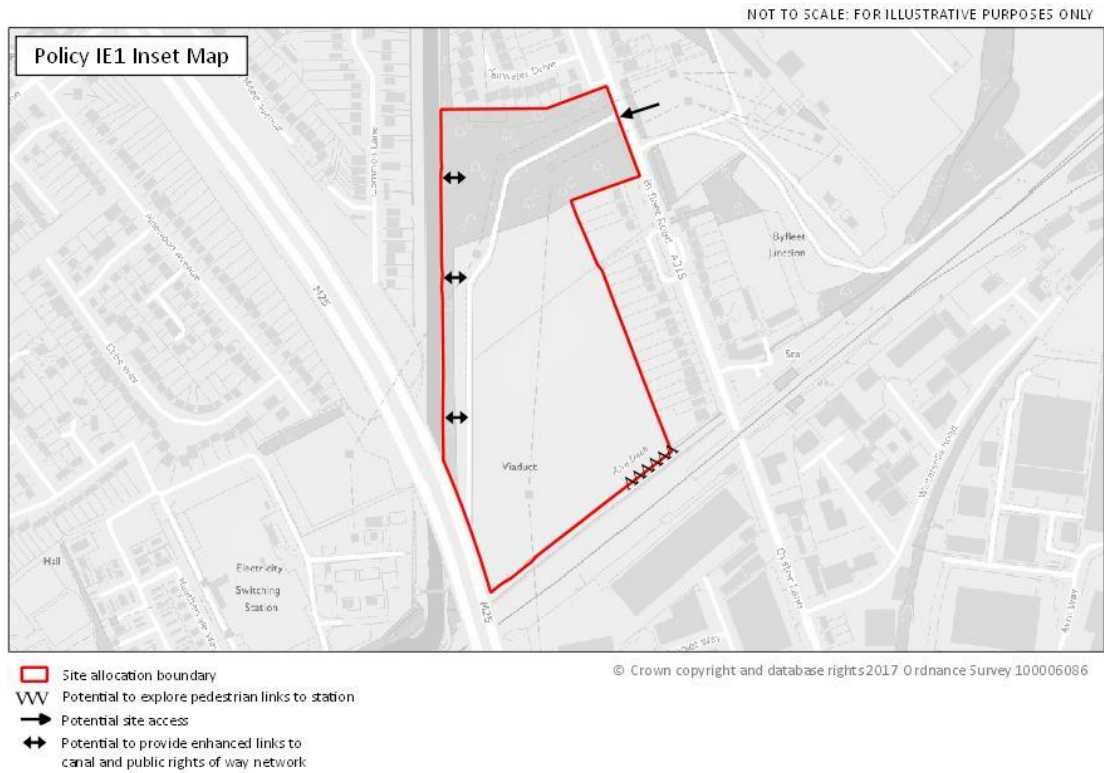


Proposed map

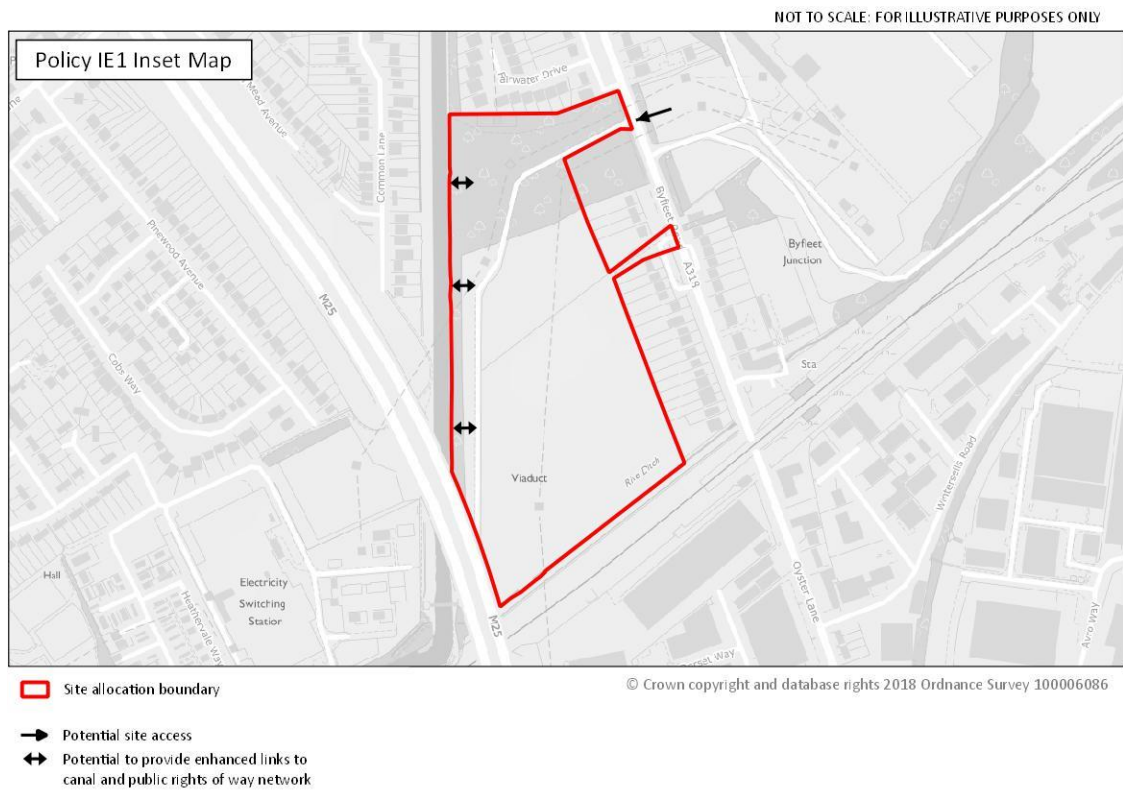


Appendix 3. Amended inset map for policy IE1

Existing map



Proposed map



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

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

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

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

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

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

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

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

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

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

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

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

Appendix 2

Schedule of Proposed Additional Modifications

Schedule of Additional Modifications

This schedule sets out additional modifications that have been made to the Submission Local Plan. These modifications are not main modifications and are not subject to consultation. The additional modifications are produced below for information only.

Modification Reference	Page, Para/Policy/ Table or Plan	Existing Text	Modified Text	Justification
AM1	Throughout document	The Council will make any minor changes to grammar and punctuation within the document as necessary prior to the adoption of the Local Plan.		To improve grammar and punctuation within the document.
AM2	Local Plan Policies Map and Inset Sheet	<p>The Council will update the local plan policies map and inset map to:</p> <ul style="list-style-type: none"> - Remove the potential SANG allocation adjoining SL11 - Remove the potential SANG sites layer and Chertsey Meads potential SANG - Add Strodes College Lane as an allocation with map key amended to include policy IE11 - Include IE12 opportunity areas in policies map and inset map - Relabel SD10 as SD9 on map key - Update inset map to show further construction east of the Civic Centre as part of the Addlestone One development and associated primary and secondary frontages will also be updated - Update the policies map to show the amended boundary for Egham Hythe conservation area - Correct the boundary for SL12 on the policies map. 		For clarity and consistency with changes made to Local Plan Policies, to remove potential SANGS site as land adjoining SL11 is not available for such a use and Chertsey Meads SANG will now be covered by the existing SANG layer as, at the point of adoption it will be used as SANG and to update the map based on the ongoing conservation area reviews. The boundary shown on the policies map for SL12 was incorrect.

AM3	Throughout document	<p>Policy SD1: Presumption in favour of sustainable development</p> <p>Policy SD2: Spatial Development Strategy</p> <p>Policy SD3: Site Allocations</p> <p>Policy SD4: Active & Sustainable Travel</p> <p>Policy SD5: Highway Design Considerations</p> <p>Policy SD6: Infrastructure Provision and Timing</p> <p>Policy SD7: Retention of Social and Community Infrastructure</p> <p>Policy SD8: Sustainable Design</p> <p>Policy SD9: Renewable & Low Cost Energy</p> <p>Policy SD10: Longcross Garden Village</p>	<p>Policy SD1: Presumption in favour of sustainable development</p> <p>Policy SD1²¹: Spatial Development Strategy</p> <p>Policy SD2³²: Site Allocations</p> <p>Policy SD3⁴³: Active & Sustainable Travel</p> <p>Policy SD4⁵⁴: Highway Design Considerations</p> <p>Policy SD5⁶⁵: Infrastructure Provision and Timing</p> <p>Policy SD6⁷⁶: Retention of Social and Community Infrastructure</p> <p>Policy SD7⁸⁷: Sustainable Design</p> <p>Policy SD8⁹⁸: Renewable & Low Cost Energy</p> <p>Policy SD9⁴⁰⁹: Longcross Garden Village</p>	<p>Due to the proposed deletion of Policy SD1 subsequent Sustainable Development policies will be re-numbered throughout the plan document.</p>
AM3	Throughout document	<p>Table 1: Spatial distribution of growth over the period of the Local Plan (2015-2030)</p> <p>Table 2: Expected Housing Delivery 2015 to 2030</p>	<p>Table 1: Spatial distribution of growth over the period of the Local Plan (2015-2030)</p> <p>Table 2: Expected Housing Delivery 2015 to 2030</p> <p>Table 3: Forecast retail growth in the Boroughs town centres over the Local Plan period</p> <p><u>Table 1: Housing Trajectory (2015-2030)</u></p> <p><u>Table 2: Affordable Housing Trajectory (2015-2030)</u></p> <p><u>Table 3: Spatial distribution of growth over the period of the Local Plan (2015-2030)</u></p> <p><u>Table 4: Expected Housing Delivery 2015 to 2030</u></p> <p><u>Table 5: Forecast retail growth in the Boroughs town centres over the Local Plan period</u></p>	<p>Due to the introduction of two new tables the existing tables 1 and 2 will be renumbered throughout the plan.</p>

AM4	Throughout document	As a new policy (Policy IE11 is proposed) the following policies within Section 8 Improving our Economy will be re-numbered throughout the document. The change to the policy numbers are as follows: <u>Policy IE11: Strodes College Lane Allocation</u> IE 1244 : Town Centre Opportunity Areas Policy IE 1342 : Local Centres Policy IE 1443 : Shops and parades outside defined centres		To account for inclusion of new policy IE11.
AM5	Policy SD2 heading	Policy SD2 Spatial Development Strategy	Policy SD 2 1 : Spatial Development Strategy	Colon added for consistency with other policy headings
AM6	Section 5 of Plan (Strategy for Sustainable Development)	Due to the proposed deletion of Policy SD1 the paragraph numbers within Section 5 will be amended with para 5.19 now forming para 5.14.		For clarity.
AM7	Paragraph 5.52	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). 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	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). 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 improvement works required, including along	Deletion of repeated sentence from end of paragraph 5.51.

		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.	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.	
AM8	New subheadings in Policy EE2 above para 11 and para 12 respectively	n/a	<u>Integrating Development with Existing Uses</u> <u>Construction Management</u>	For clearness and clarity.
AM9	Policy EE9 introductory text (Footnote 26)	26 Http://strategy.sebiodiversity.org.uk/data/files/BOA/all__areas_descriptions.doc	26 http://strategy.sebiodiversity.org.uk/data/files/BOA/all__areas_descriptions.doc <u>https://surreynaturepartnership.files.wordpress.com/2014/11/biodiversity-opportunity-areas_surrey-nature-partnership_20151.pdf</u>	To correct broken link.
AM10	Glossary has been amended to provide explanations of what is meant by the different terms within the Glossary – see appendix 1 which details the proposed changes.			To assist users of the Local Plan who may be unfamiliar with some of the terms referred to.

Appendix 1: Amended 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): 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 Department for~~ Housing, Communities and Local Government (DHCLG): 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 (SME's): 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 (SEA's): 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 'snapshot' 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 Centre 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 3

Sustainability Appraisal (SA)

Intended for
Runnymede Borough Council

Document type
Report

Date
December 2019

RUNNYMEDE LOCAL PLAN MAIN MODIFICATIONS SA SCREENING

RUNNYMEDE LOCAL PLAN MAIN MODIFICATIONS SA SCREENING

Project name **Runnymede Local Plan Main Modifications SA Screening**
Project no. **170000579_Conv**
Recipient **Runnymede Borough Council**
Document type **Report**
Version **1**
Date **17/12/2019**
Prepared by **Emma Jones**
Checked by **Bram Miller**
Approved by **Bram Miller**
Description **Runnymede Local Plan Main Modifications SA Screening**

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CONTENTS

NON-TECHNICAL summary	1
1. Introduction	2
1.1 This report	2
2. Screening	3
2.1 Introduction	3
2.2 Screening	3
2.3 Results of the screening process and next steps	3
3. Assessment	53
3.1 Methodology of the assessment	53
3.2 Difficulties encountered in the assessment	53
3.3 Results of the assessment	53
3.4 Assessment of alternatives	55
3.5 Assessment of cumulative effects	55
3.6 Monitoring	55
Annex A: New / amended assessment tables	56

NON-TECHNICAL SUMMARY

This SA Screening Report forms part of the Sustainability Appraisal (SA) for the Runnymede Local Plan.

This report provides a screening (check) of each of the Main Modifications of the Local Plan now that the Local Plan Examination hearings have ended. This report considers whether the Main Modifications would change the results of the SA. The modifications to the Local Plan are reported in Section 2 of this report.

This screening check shows that the majority of the SA will remain unchanged due to the Main Modifications. There is one modification which has necessitated changes to the SA and this is 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.

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.

The small changes to the SA have not changed the overall sustainability effects of the plan.

1. INTRODUCTION

This Sustainability Appraisal (SA) Screening Report forms part of the Sustainability Appraisal (SA) for the Runnymede Local Plan.

This report provides a screening (check) of each of the Main Modifications of the Local Plan now that the Local Plan Examination hearings have ended. This report considers whether the Main Modifications would change the results of the SA. The modifications to the Local Plan are reported in Section 2 of this report.

1.1 This report

This section of the report is Section 1: Introduction. This section sets out the purpose of this report. Section 2 of this report sets out the methodology and results of the screening process. Section 3 sets out the methodology and results of the assessment process.

2. SCREENING

2.1 Introduction

The SEA regulations do not require SA reports to be updated after the statutory SA report has been published and consulted on. However, Government Planning Practice Guidance states that it is up to the local planning authority to decide whether the SA report should be amended following proposed changes to an emerging plan.

If the local planning authority assesses that necessary changes are significant, and were not previously subject to sustainability appraisal, then further sustainability appraisal may be required, and the sustainability appraisal report should be updated and amended accordingly ([Planning Practice Guidance](#) Paragraph: 023 Reference ID: 11-023-20140306).

2.2 Screening

The Main Modifications to the Local Plan have been screened to check whether they would change the conclusions of the SA. Table 2.1 sets out this consideration. 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;**
- 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. *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.* **Screening conclusion: no change to the results of the SA.** No further assessment is carried out in this case;
- However, if the conclusion is drawn that the modification above will cause changes to the SA results the following is stated: *The modification could potentially cause changes to the results of the SA.* **Screening conclusion: Potential change to the results of the SA which requires re-assessment / reporting.** In these cases, the modifications are then assessed and this is reported in Section 3.2 of this report.

2.3 Results of the screening process and next steps

Table 2.1 sets out the results of the screening process. The conclusions of the screening process are that there are two modifications which could cause a potential change to the results of the SA and therefore require re-assessment / reporting.

- 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; and
- Strodes College Lane Opportunity Area has been removed from the previous IE12, Town Centre Opportunity Areas. The site has been granted planning permission, so is now considered to be an allocated site rather than an opportunity area. For completeness sake, changes have been made to this table and reported in Section 3.

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

Mod Ref	Page, Para/Policy/Table or Plan	Existing Text	Modified Text	Justification	SA screening conclusion
2. Legislative and Planning Policy Context					
MM1	The National Planning Policy Framework, Para 2.9	The Government streamlined national planning policy with the adoption of the NPPF in March 2012. The Framework includes a set of national planning policies covering the economic, social and environmental aspects of development and these policies must be taken into account in preparing Local Plans, but the NPPF does not dictate how Plans should be written; rather, it provides a framework for producing distinctive Plans that meet local needs. The 'golden thread' running through the document is the 'presumption in favour of sustainable development'. A public consultation on proposed revisions to the NPPF has recently closed. The intention expressed in paragraph 209 of the consultation draft of the NPPF however is that, 'The policies in the previous Framework will apply for the purpose of examining plans, where those plans are submitted on or before [] [this will be the date which is six months after the date of the final Framework's publication]. In these cases the examination will take no account of the new Framework'.	The Government streamlined national planning policy with the adoption of the NPPF in March 2012. The 2012 Framework includes a set of national planning policies covering the economic, social and environmental aspects of development and these policies must be taken into account in preparing Local Plans, but the 2012 NPPF does not dictate how Plans should be written; rather, it provides a framework for producing distinctive Plans that meet local needs. The 'golden thread' running through the document is the 'presumption in favour of sustainable development'. A public consultation on proposed revisions to the NPPF has recently closed. The intention expressed in paragraph 209 of the consultation draft of the NPPF however is that, 'The policies in the previous Framework will apply for the purpose of examining plans, where those plans are submitted on or before [] [this will be the date which is six months after the date of the final Framework's publication]. In these cases the examination will take no account of the new Framework'. A new NPPF was published in February 2019. Within the implementation chapter of this Framework it states at paragraph 214, 'The policies in the previous Framework published in March 2012 will apply for the purpose of examining plans, where those plans were submitted on or before 24 January 2019.'	To provide an up to date description of national planning policy.	<i>This is not a material change to planning policy.</i> Screening conclusion: no change to the results of the SA.
MM2	The Surrey Nature Partnership, Para 2.28	The Surrey Nature Partnership (SNP) is one of several Local Nature Partnerships which, after successful application by a group of local organisations, were recognised by DEFRA in August 2012. The SNP seeks to bring together expertise from all sectors, including Local Planning Authorities, to ensure that the natural environment can continue to contribute to the economy, health and well-being of the County's communities.	The Surrey Nature Partnership (SNP) is one of several Local Nature Partnerships which, after successful application by a group of local organisations, were recognised by DEFRA in August 2012. The SNP seeks to bring together expertise from all sectors, including Local Planning Authorities, to ensure that the natural environment can continue to contribute to the economy, health and well-being of the County's communities. The SNP works closely with the Surrey Wildlife Trust, who manage protected areas outside of the borough.	To illustrate that SWT plays an important management role in protected sites that have an effect in the borough.	<i>This is not a material change to planning policy.</i> Screening conclusion: no change to the results of the SA.
5. Strategy for Sustainable Development					

MM3	Local Plan Objective 2 (Supporting Local People), Para 5.7	2) To support the delivery of at least 7480 high quality additional homes in Runnymede in the period 2015-2030 (an average of 498 homes a year) including the delivery of affordable housing, starter homes, housing for those with specialist needs and plots for those who wish to build their own home;	2) To support the delivery of at least 7480 7507 high quality additional homes in Runnymede in the period 2015-2030 (an average of 500 498 homes a year) including the delivery of affordable housing, starter homes, housing for those with specialist needs and plots for those who wish to build their own home;	To update the minimum net additional housing provision over the plan period and reflect that in the average homes per year.	<i>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 due to the relatively small change in housing numbers.</i> Screening conclusion: no change to the results of the SA
MM4	Para 5.13, second sentence	Regulation 102 requires plan-making authorities to assess the impact of land use plans (such as Local Plans) on internationally designated nature conservation sites.	Regulation 102 105 requires plan-making authorities to assess the impact of land use plans (such as Local Plans) on internationally designated nature conservation sites.	To ensure accuracy.	<i>This is not a material change to planning policy.</i> Screening conclusion: no change to the results of the SA.
MM5	New para after 5.13	n/a	<u>Policies within the Local Plan are considered strategic policies where they set out an overarching strategy for the pattern, scale and quality of development and make sufficient provision for development (including housing etc), infrastructure, community facilities and the conservation and enhancement of the natural and built environment. All policies in the plan are considered to be fulfilling these purposes (and those identified in paragraph 156 of the 2012 NPPF) and are therefore strategic policies, except the policies listed below which are considered non-strategic: SL19, SL21, SL24, SL25, SL26, SL27, SL28, EE4, EE5, EE6, EE7, EE8, EE14, EE15, EE16, EE17, EE18, EE19, IE12 and IE13.</u>	To make explicit which plan policies are strategic and which are non-strategic as per para 184 of the 2012 NPPF and para 21 of the 2019 NPPF.	<i>This is not a material change to planning policy.</i> Screening conclusion: no change to the results of the SA.
Policy SD1: Presumption in favour of sustainable development					

<p>MM6</p>	<p>Policy SD1 and background text</p>	<p>Presumption in favour of sustainable development</p> <p>5.14 At the heart of the NPPF is a presumption in favour of sustainable development; this is the golden thread running through both plan-making and decision-taking. Consequently, development that is sustainable and is in accordance with the development plan should be permitted without delay. The presumption in favour of sustainable development in the Runnymede Local Plan provides the necessary foundation to ensure that development proposals are acceptable within the context of the development plan and the NPPF.</p> <p>5.15 Over the period of the Local Plan, the Council will continue to take a positive approach to decision making and there will be a presumption in favour of sustainable development with the encouragement of sustainable and high quality development throughout the Borough.</p> <p>Policy SD1: Presumption in favour of sustainable development</p> <p>When considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. The Council will work proactively with applicants with the aim of finding solutions that mean that proposals can be approved wherever possible, thus securing development that improves the economic, social and environmental conditions in the Borough and fulfils the objectives of the Local Plan.</p> <p>Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.</p>	<p>Presumption in favour of sustainable development</p> <p>5.14 At the heart of the NPPF is a presumption in favour of sustainable development; this is the golden thread running through both plan-making and decision-taking. Consequently, development that is sustainable and is in accordance with the development plan should be permitted without delay. The presumption in favour of sustainable development in the Runnymede Local Plan provides the necessary foundation to ensure that development proposals are acceptable within the context of the development plan and the NPPF.</p> <p>5.15 Over the period of the Local Plan, the Council will continue to take a positive approach to decision making and there will be a presumption in favour of sustainable development with the encouragement of sustainable and high quality development throughout the Borough.</p> <p>Policy SD1: Presumption in favour of sustainable development</p> <p>When considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. The Council will work proactively with applicants with the aim of finding solutions that mean that proposals can be approved wherever possible, thus securing development that improves the economic, social and environmental conditions in the Borough and fulfils the objectives of the Local Plan.</p> <p>Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.</p> <p>Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision, the Council will grant permission unless material considerations indicate otherwise, taking into account whether:</p> <p>a) Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits when assessed against the policies in the National Planning Policy Framework taken as a whole; or</p> <p>b) Specific policies in that Framework indicate that development should be restricted.</p> <p>Justification for inclusion of policy</p> <p>5.16 The NPPF emphasises that all Local Plans should be based upon and reflect the presumption in favour of sustainable development. The principle informs both the policies and site allocations contained within the Runnymede Local Plan and will be used to guide decision makers.</p> <p>5.17 LPAs are encouraged to include a policy within their Local Plan that embraces the presumption in favour of sustainable development. Policy SD1 meets this requirement and adopts the model wording suggested.</p> <p>5.18 Policy SD1 also supports all of the Local Plan objectives.</p>	<p>For brevity as the presumption in favour of sustainable development is already explicit in the NPPF.</p>	<p><i>This is not a material change to planning policy as the presumption in favour of sustainable development is still a part of the planning system through the NPPF even with the removal of this policy. Screening conclusion: no change to the results of the SA.</i></p>
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		<p>Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision, the Council will grant permission unless material considerations indicate otherwise, taking into account whether:</p> <p>a) Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits when assessed against the policies in the National Planning Policy Framework taken as a whole; or</p> <p>b) Specific policies in that Framework indicate that development should be restricted.</p> <p>Justification for inclusion of policy</p> <p>5.16 The NPPF emphasises that all Local Plans should be based upon and reflect the presumption in favour of sustainable development. The principle informs both the policies and site allocations contained within the Runnymede Local Plan and will be used to guide decision makers.</p> <p>5.17 LPAs are encouraged to include a policy within their Local Plan that embraces the presumption in favour of sustainable development. Policy SD1 meets this requirement and adopts the model wording suggested.</p> <p>5.18 Policy SD1 also supports all of the Local Plan objectives.</p>			
Policy SD2: Spatial Development Strategy					
MM7	New para after 5.21	n/a	<p><u>During the course of Plan preparation, the Council made the decision to reduce the Plan period so that instead of ending in 2035, the Plan period now ends in 2030. This change in approach occurred following the Additional Sites and Options stage when the Council identified that set against its annual housing needs figure of 498dpa, it could not identify enough land to meet the need for housing up to 2035 without making substantial inroads into the Green Belt beyond the adjustments that had been made in respect of the weakly performing or strategically less important Resultant Land Parcels. When the alternative options were considered the Council concluded that shortening the Plan period had significant advantages including that:</u></p>	To confirm the Councils rationale for reducing the Plan period and for clarity.	<p><i>This is not a material change to planning policy. Screening conclusion: no change to the results of the SA</i></p>

			<p><u>-The Council could immediately start to deliver a significant boost to the supply of housing, employment floorspace and investment in infrastructure; and</u></p> <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>		
MM8	Figure 1 (Key Diagram)	Key diagram to be amended so that Strodes College Lane site is an allocation site, no longer an opportunity area.		Site has been granted planning permission, so no longer considered an opportunity area.	<p><i>This is not a material change to planning policy.</i></p> <p>Screening conclusion: no change to the results of the SA</p> <p><i>Please note that the Strodes College site has been assessed as part of MM60</i></p>
MM9	Para 5.23	<p>The Runnymede-Spelthorne SHMA has concluded that Runnymede is located in a HMA with Spelthorne Borough Council. The HMA covers the full extent of both Local Authority areas. The OAN for the HMA is for approximately 15451 net additional dwellings of which 7507 is generated from growth in Runnymede over the Plan period (2015 - 2030). To date, during the plan period there have been 561 completions. In contrast to this housing need there is capacity for 6919 net additional dwellings (minimum) in the Borough over the plan period as evidenced by the Council’s SLAA. This results in a supply over the Plan period of 7480 (or an average delivery of 498 dpa).</p>	<p>The Runnymede-Spelthorne SHMA has concluded that Runnymede is located in a HMA with Spelthorne Borough Council. The HMA covers the full extent of both Local Authority areas. The OAN for the HMA is for approximately 15,451 net additional dwellings of which 7507 is generated from growth in Runnymede over the Plan period (2015 - 2030). To date, during the plan period there have been 561 1628 completions. In contrast to this housing need addition, there is capacity for 6919 6292 net additional dwellings (minimum) in the Borough over the plan period as evidenced by the Council’s SLAA housing trajectory. This results in a total supply over the Plan period of 7480 7920 (or an average delivery of 498 529 dpa).</p>	To update the minimum net additional housing provision over the plan period and the approximate employment floorspace at New Haw.	<p><i>This is not a material change to planning policy.</i></p> <p>Screening conclusion: no change to the results of the SA</p>
MM10	Para 5.30	<p>Thorpe Village will be removed from the Green Belt through this Local Plan, however given its position in the centre hierarchy, the village is only considered to present limited opportunities for growth over the period of the Local Plan which will be dealt with in a Neighbourhood Plan for the Thorpe Area. Employment growth in Thorpe will be directed to the Strategic Employment Area at Thorpe Industrial Estate.</p>	<p>Thorpe Village will be removed from the Green Belt through this Local Plan, however given its position in the centre hierarchy, the village is only considered to present limited opportunities for growth over the period of the Local Plan which will be dealt with in a Neighbourhood Plan for the Thorpe Area. <u>The Council acknowledges that the neighbourhood plan being prepared for Thorpe will be assessed against the 2019 NPPF. Under paragraph 136 of the 2019 NPPF neighbourhood plans can make detailed non-strategic amendments to green belt boundaries where strategic local plan policies have established the need for strategic changes to the green belt boundaries. The Local Plan has justified the need for changes to the green belt boundaries in Runnymede given the existence of exceptional circumstances. As such, further non-strategic changes to the Green Belt boundaries in Thorpe may occur as a result of the Thorpe Neighbourhood Plan.</u> Employment</p>	To ensure consistency with paragraph 136 of the 2019 NPPF.	<p><i>This is not a material change to planning policy.</i></p> <p>Screening conclusion: no change to the results of the SA</p>

				growth in Thorpe will be directed to the Strategic Employment Area at Thorpe Industrial Estate.			
MM11	New para after 5.34	n/a		<p>Table 1 below shows the housing trajectory expected over the plan period as of 1st April 2019 whilst table 2 below shows the expected affordable housing trajectory as of 1st April 2019.</p> <p>See appendix 5 of this schedule for table 1 and 2. The existing table 1, table 2 and table 3 will be renumbered accordingly.</p>	For information.	<i>This is not a material change to planning policy.</i> Screening conclusion: no change to the results of the SA	
MM12	Para 5.40	The delivery of a number of allocations around the A320 is contingent on the delivery of infrastructure improvements in this area of the Borough. This is clearly stated in the phasing information provided for the relevant sites. These allocations could be delivered earlier in the plan period than stated should the necessary infrastructure improvements on the A320 to enable their release come forward earlier than anticipated.		The delivery of a number of allocations around the A320 is contingent on the delivery of infrastructure improvements in this area of the Borough. This is clearly stated in the phasing information provided for the relevant sites. These allocations could be delivered earlier in the plan period than stated should the 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 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.	To help clarify the council's approach to site delivery in the A320 corridor.	Any changes to the approach taken to the A320 will be assessed as part of SD3: Site Allocations. Screening conclusion: no change to the results of the SA	
MM13	Policy SD2 1 st para, 1 st sentence	The Local Plan will make provision for a minimum of 7480 net additional dwellings over the plan period. To meet identified employment need, a 20,000sqm business park in New Haw and a 79,025sqm (7,350sqm net) office/business park at the Longcross Enterprise Zone are also allocated through this Local Plan.		The Local Plan will make provision for a minimum of 7480 7507 net additional dwellings over the plan period. To meet identified employment need, a business park in the region of 20,000sqm at New Haw a 20,000sqm business park in New Haw and a 79,025sqm (7,350sqm net) office/business park at the Longcross Enterprise Zone are also allocated through this Local Plan.	To update the minimum net additional housing provision over the plan period.	<i>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 due to the relatively small change in housing numbers and employment floorspace.</i> Screening conclusion: no change to the results of the SA	
MM14	Policy SD2 Table 1	Settlement	Expected Minimum Growth Delivery	Settlement	Expected Minimum Growth Delivery	To reflect the most up to date information and for clarity. To also reflect the new methodology for calculating the contribution C2 older people's accommodation (as set out in government guidance accompanying the housing delivery test and identified as 1:1.8) and student accommodation surplus can make to housing delivery.	<i>SA will not change due to the relatively small change in housing numbers and employment floorspace.</i> Screening conclusion: no change to the results of the SA
		Addlestone including Rowtown	936 net additional dwellings 2 traveller pitches 6400sqm of net additional A class floorspace in Addlestone town centre 12,650 sqm of net additional employment at the Weybridge and Bourne Strategic Employment Area	Addlestone including Rowtown	936 1,265 net additional dwellings (including 693 completions and -7 dwellings deriving from the provision of C2 older people's accommodation) 2 traveller pitches 6400 4,400 sqm of net additional A class floorspace in Addlestone town centre 12,650 11,700 sqm of net additional employment at the Weybridge and Bourne Strategic Employment Area		
		Chertsey including Chertsey South	1972 net additional dwellings 14 traveller pitches	Chertsey including Chertsey South	1972 2,212 net additional dwellings (including 364 completions and -7 dwellings deriving from the provision of C2 older people's accommodation)		

		<p>31 dwellings deriving from the provision of C2 older persons accommodation</p> <p>1140sqm of net additional A class floorspace in Chertsey town centre</p>		<p>24 24 traveller pitches</p> <p>31 dwellings deriving from the provision of C2 older persons accommodation</p> <p>1140 910sqm of net additional A class floorspace in Chertsey town centre</p>		
	Egham including the area of Staines upon Thames which is located in the Borough	<p>867 net additional dwellings</p> <p>171 student bedspaces</p> <p>5 traveller pitches</p> <p>24 dwellings deriving from the provision of C2 older persons accommodation</p> <p>38,700sqm of net additional employment at the Causeway and Pinetrees Strategic Employment Area</p>	Egham including the area of Staines upon Thames which is located in the Borough	<p>867 951 net additional dwellings (including 158 completions and 67 dwellings deriving from the provision of C2 older people’s accommodation and surplus student accommodation)</p> <p>171 198 student bedspaces</p> <p>5 traveller pitches</p> <p>24 dwellings deriving from the provision of C2 older persons accommodation</p> <p>38,700 39,600sqm of net additional employment at the Causeway and Pinetrees Strategic Employment Area</p> <p><u>1,980 sqm of net additional employment floorspace at the Thorpe Industrial Estate Strategic Employment Area</u></p> <p><u>630sqm of net additional A class floorspace in Egham Town Centre</u></p>		
	Longcross	<p>1,718 net additional dwellings</p> <p>10 traveller pitches</p> <p>23 dwellings deriving from the provision of C2 older persons accommodation</p> <p>7,350sqm net employment floorspace at the Longcross Strategic Economic Area/Enterprise Zone</p> <p>A range of A and D uses to support the new settlement</p>	Longcross	<p>1,718 1,779 net additional dwellings (includes 97 completions and 33 dwellings deriving from the provision of C2 older people’s accommodation)</p> <p>10 traveller pitches Showpeople’s plots</p> <p>23 dwellings deriving from the provision of C2 older persons accommodation</p> <p>7,350sqm net employment floorspace at the Longcross Strategic Economic Area/Enterprise Zone</p> <p>A range of A and D uses to support the new settlement</p>		
	Virginia Water	<p>307 net additional dwellings</p> <p>2 traveller pitches</p>	Virginia Water	<p>307 424 net additional dwellings (including 68 completions)</p>		

				2 traveller pitches		
	Woodham and New Haw	59 net additional dwellings 20,000 sqm net B1c/B8 floorspace	Woodham and New Haw	59 123 net additional dwellings (including 39 completions) In the region of 20,000 sqm net B1c/B8 floorspace		
	Englefield Green	365 net additional dwellings 3211 student bedspaces 91 dwellings deriving from the provision of C2 older persons accommodation	Englefield Green	365 611 net additional dwellings (including 192 completions and 198 dwellings deriving from the provision of C2 older people's accommodation and surplus student accommodation) 3211 3315 student bedspaces 91 dwellings deriving from the provision of C2 older persons accommodation		
	Ottershaw	261 net additional dwellings 2 traveller pitches 4 dwellings deriving from the provision of C2 older persons accommodation	Ottershaw	261 298 net additional dwellings (including 15 completions and 6 dwellings deriving from the provision of C2 older people's accommodation) 2 traveller pitches 4 dwellings deriving from the provision of C2 older persons accommodation		
	Thorpe	43 net additional dwellings 17 dwellings deriving from the provision of C2 older persons accommodation 1560sqm of net additional employment floorspace at the Thorpe Industrial Estate Strategic Employment Area	Thorpe	43 89 net additional dwellings (including 11 completions and 28 dwellings deriving from the provision of C2 older people's accommodation) 17 dwellings deriving from the provision of C2 older persons accommodation 1560sqm of net additional employment floorspace at the Thorpe Industrial Estate Strategic Employment Area		
	Estates renewal (Council owned land)	144 net additional dwellings	Estates renewal (Council owned land)	144 145 net additional dwellings		
	Other	22 net additional dwellings	Other (area beyond identified settlements included in this table, primarily the area to the west of the borough, south of M3)	22 23 net additional dwellings (includes 1 completion) 48 traveller pitches from existing sites		

		Total	6884 residential dwellings (including 190 dwellings deriving from the provision of C2 older persons accommodation) 3389 student bedspaces 35 Traveller pitches 7,540sqm of net additional A class floorspace 80,260sqm of net additional employment floorspace	Total	6884 7,920 residential dwellings (including 1628 completions (including from older people's accommodation)) 3389 3,513 student bedspaces 35 93 Traveller pitches/ Showperson's plots 7,540 5,940 sqm of net additional A class floorspace 80,260 80,630 sqm of net additional employment floorspace		
MM15	Para 5.35	In arriving at its spatial development strategy, the Council has taken account of national planning policy, responses received through public consultation, the evidence that has been prepared to support the Local Plan and the Sustainability Appraisal. The Spatial Development Strategy has been used to shape the site allocations set out in policies SL2 to SL19, IE1 and IE10. It will continue to be used to help shape development ambitions and proposals to be set out in future DPDs.	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 SL19 , IE1 and IE7 to IE11 IE10 . It will continue to be used to help shape development ambitions and proposals to be set out in future DPDs.	To reflect the most up to date information.	<i>This is not a material change to planning policy. Screening conclusion: no change to the results of the SA</i>		
MM16	Para 5.37	The spatial strategy makes provision for 7480 net additional dwellings over the plan period in the borough.	The spatial strategy makes provision for 7480 7507 net additional dwellings over the plan period in the borough.	To reflect the most up to date information.	<i>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 due to the relatively small change in housing numbers. Screening conclusion: no change to the results of the SA</i>		

MM17	Para 5.38	<p>In the period 1st April 2015 to 31st March 2017, 561 net additional dwellings were completed in Runnymede, a shortfall of 472 units required to deliver the OAN in full over this two year period. A further 3,602 net additional dwellings are also expected to come forward as part of the rolling five year housing land supply (2017 to 2022) which also includes the first phases of LGV, resulting in a net delivery of 720 dpa during this period. This annual supply over the next 5 years will ensure that the shortfall in housing provision during the first two years of the Plan period is made up and also incorporates a buffer of 20% to allow for choice in the market and flexibility as required by the NPPF. Over the period 2021 to 2025, town centre regeneration schemes are expected to be delivered along with further phases of LGV and a number of urban extensions. In the period 2025 to 2030, the final urban extensions are expected to come forward along with the final phases of LGV and development of the remaining identified opportunity areas.</p>			<p>In the period 1st April 2015 to 31st March 2017, 561 1628 net additional dwellings were completed in Runnymede, a shortfall of 472 364 units required to deliver the OAN in full over this two four year period. A further 3,602 3517 net additional dwellings are also expected to come forward as part of the rolling five year housing land supply (2017 to 2022) which also includes the first phases of LGV, resulting in a net delivery of 720 703 dpa during this period. This annual supply over the next 5 years will ensure that the shortfall in housing provision during the first two four years of the Plan period is made up and also incorporates a buffer of 20% to allow for choice in the market and flexibility as required by the NPPF. Over the period 2021 to 2025, town centre regeneration schemes are expected to be delivered along with further phases of LGV and a number of urban extensions. In the period 2025 to 2030, the final urban extensions are expected to come forward along with the final latter phases of LGV and development of the remaining identified opportunity areas.</p>			To reflect the most up to date information.	<p>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 due to the relatively small change in housing numbers. Screening conclusion: no change to the results of the SA</p>																												
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	permissions (5 net and above)							
	E) Windfall estimate for sites of 1 – 4 dwellings	256	Assume supply will reduce by 15% from year 6 onward	E) Windfall estimate for sites of 1 – 4 dwellings*	256 245	Assume supply will reduce by 15% from year 6 9 onward		
	F) Prior approvals	298	Assume supply will reduce by 15% from year 6 onward	F) Prior approvals	298 192	Assume supply will reduce by 15% from year 6 9 onward		
	G) Contribution from C2 older accommodation (÷3)	191	15% discount applied to those with no permission or not started	G) Contribution from C2 older people’s accommodation (÷3 until 18/19 thereafter ÷1.8) (including 15% discount as appropriate) and surplus student accommodation (÷1.8)	191 295	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		
	G) New settlement at Longcross GV	1718		€ H H) New settlement at Longcross GV	1718 1649	Excluding completions and C2 contribution		
	H) Other strategic allocations and opportunity areas	3601		# I I) Other strategic allocations and opportunity areas	3601 3229			
	I) Traveller accommodation on allocations	35		I) Traveller accommodation on allocations	35			
	J) Housing from suitable SLAA sites including estate regeneration	452	See appendix B for site maps	J) Housing from suitable SLAA sites including estate regeneration	452 455	See appendix B for site maps		
	K) Underdelivery of 15% for sites non allocations not started (C3 only)	-139		K) Underdelivery of 15% for sites non allocations not started (C3 only)	-139 -134.85			
	L) Total B-K	7480		L) Total B-K	7480 7920			

		Total shortfall (against OAN over the period of the Local Plan)	27		Total shortfall/ excess (against OAN over the period of the Local Plan)	27 +413			
					*no permissions included	+no permissions included			
Policy SD3: Site Allocations									
MM19	Policy SD3 table, phasing column	Site 48: Hanworth Lane, Chertsey.	2017-2022	Site 48: Hanworth Lane, Chertsey.	2017-2025 subject to delivery of necessary mitigation on the A320	To mitigate the impacts of this site on the A320 corridor.	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. This is because the previous version of the assessment already addressed the potential changes in housing trajectory and acknowledged that the A320 mitigation should be put in place before development goes ahead. Screening conclusion: no change to the results of the SA		
		Site 60: Pycroft Road, Chertsey.	2022-2027	Site 60: Pycroft Road, Chertsey.	2022-23 2023-2028 subject to delivery of necessary mitigation on the A320				
		Site 99: Longcross Garden Village.	2017-2030	Site 99: Longcross Garden Village.	2017-2030 subject to delivery of necessary mitigation on the A320				
		Site 231: St Peter's Hospital, Chertsey.	2019-2023 contingent on delivery of mitigation to the A320	Site 231: St Peter's Hospital, Chertsey.	2019-2023 contingent on delivery of mitigation to the A320 2020-2025 subject to delivery of necessary mitigation on the A320				
		Site 254: Parcel B, Veterinary Laboratory site, Rowtown	2023-2026	Site 254: Parcel B, Veterinary Laboratory site.	2023-2026 subject to delivery of necessary mitigation on the A320				
		Site 255: Chertsey Bittams, Parcel A, Green Lane	2019-2022 contingent on delivery of mitigation to the A320	Site 255: Chertsey Bittams, Parcel A, Green Lane	2019-2022 contingent on delivery of mitigation to the A320 2023-2026 subject to delivery of necessary mitigation on the A320				
		Site 255: Chertsey Bittams, Parcel B, Green Lane	2022-2024 contingent on delivery of mitigation to the A320	Site 255: Chertsey Bittams, Parcel B, Green Lane	2022-2024 contingent on delivery of mitigation to the A320 2023-2026 subject to delivery of necessary mitigation on the A320				
		Site 255: Chertsey Bittams, Parcel C, Green Lane	Post 2027 contingent on delivery of mitigation to the A320	Site 255: Chertsey Bittams, Parcel C, Green Lane	Post 2027 contingent on delivery of mitigation to the A320 subject to delivery of necessary mitigation on the A320				

		Site 255: Chertsey Bittams, Parcel D, Green Lane	2019-2022 contingent on delivery of mitigation to the A320	Site 255: Chertsey Bittams, Parcel D, Green Lane	2019-2022 contingent on delivery of mitigation to the A320 2021-2025 subject to delivery of necessary mitigation on the A320			
		Site 255: Chertsey Bittams, Parcel E, Green Lane	2022-2027 contingent on delivery of mitigation to the A320	Site 255: Chertsey Bittams, Parcel E, Green Lane	2022-2027 contingent on delivery of mitigation to the A320 2023-2026 subject to delivery of necessary mitigation on the A320			
		Site 263: Ottershaw East, Brox Road, Ottershaw	2019-2023	Site 263: Ottershaw East, Brox Road, Ottershaw	2019-2023 2023-2027 subject to delivery of necessary mitigation on the A320			
Policy SD3, Site and type of scheme proposed column		Chertsey Bittams. Parcel C. Last east of Woodside Farm	Residential development incorporating a minimum of 35 net units and 2 traveller pitches	Chertsey Bittams. Parcel C. Last Land east of Woodside Farm	Residential development incorporating a minimum of 35 9 net units and 2 11 traveller pitches		For clarification and to reflect discussions with the landowner and meet Gypsy and Traveller need.	
Policy SD3 table	<i>Insert new row</i>	SLAA site reference		Site	Type of scheme proposed	Site has been granted planning permission, so no longer considered an opportunity area.	Site has been granted planning permission, so no longer considered an opportunity area.	
		190		Strodes College Lane	Student accommodation or flatted scheme	2021-2023	<i>Please note that the Strodes College site has been assessed as part of MM60</i>	
Policy SD4: Active and Sustainable Travel								
MM20	New para after 5.52	n/a	<u>Preparatory work has now begun on the development of a Runnymede Local Transport Strategy the purpose of which is to support sustainable growth coming forward in the Local Plan. As well as looking at current transport provision and identifying transport problems in Runnymede, the Local Transport Strategy will set out a programme of interventions to promote and encourage sustainable travel, help address local issues and mitigate the impact of future growth in the Borough.</u>			To update the work on the preparation of the local transport strategy that is complementary to the delivery of the local plan.		<i>This is not a material change to planning policy. Screening conclusion: no change to the results of the SA</i>
	Policy SD4, 5 th bullet point	Safeguarding land at the A320 as identified on the adopted Policies Map (if required) for transport related infrastructure;	Safeguarding land at the A320 as identified on the adopted Policies Map (if required) for transport related infrastructure; Refusing planning permission for any development which would compromise the			To clarify the approach to delivery of necessary mitigation works.		<i>The modification could potentially cause changes to the results of the SA.</i>

			<u>delivery of the mitigation works required to the A320 and/or M25 Junction 11.</u>		Therefore, the results of the SA have been checked. However, this has shown that the conclusions of the SA will not change. Screening conclusion: no change to the results of the SA
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, while also taking account of other developments outside Runnymede 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.	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. Screening conclusion: no change to the results of the SA
	Policy SD6 final para	Development proposals which are dependent on the delivery of critical infrastructure projects will not be permitted or where appropriate, a phase of that project which has been identified as necessary for the development to proceed. Dependent on the timing of critical infrastructure projects the Council may instead grant permission with conditions or planning obligations restricting occupation until completion of critical infrastructure projects or phases of projects.	Development proposals which are dependent rely on the delivery of critical infrastructure projects will not only be permitted prior to completion of that project or where appropriate, a phase of that project which has been identified as necessary for the development to proceed , 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.	To improve wording.	
Policy SD10: Longcross Garden Village					
MM22	New para after 5.104	n/a	<u>Surrey County Council and Runnymede Borough Council agree in principle that the continued delivery of residential development at Longcross Garden Village, in advance of the full completion of the A320 North of Woking Scheme, is technically feasible. Runnymede Borough Council anticipates that in the order of 600 homes (excluding completions and commitments arising from the existing hybrid planning permission) could be delivered at Longcross Garden Village in advance of the full completion of the A320 North of Woking Scheme in March 2024. The precise amount and types of housing to be delivered in advance of the A320 improvements will be determined through the planning application process. The detailed transport assessments submitted with future planning applications will consider the contribution from different options for minimising the net impact of traffic on the A320 corridor in order to facilitate the continued delivery of housing at Longcross Garden Village.</u>	To clarify the approach to delivery at Longcross garden village.	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. The material changes to the policy are related to affordable housing and traffic and transport. With the slight changes to the affordable housing proportions and changes to travelling showpeople sites the site will still have a

Policy SD10 criterion b) bullet point 2	<ul style="list-style-type: none"> At least 10 serviced pitches and/or plots for Gypsies and Travellers in groupings of at least 3 pitches in accordance with SL22; 	<ul style="list-style-type: none"> At least 10 serviced pitches and/or plots for Travelling Show People Gypsies and Travellers in groupings of at least 3 pitches in accordance with SL22; 	To meet the Council's unmet needs for plots for Travelling Show People.	<p><i>significant positive impact on delivery of housing.</i></p> <p><i>With regard to traffic and transport, the uncertain impact still stands. The previous assessment noted that the impacts of the strategy can be partly mitigated through the A320 measures and this has not changed with the changes to the policy. However, the main uncertainty remains in that the evidence acknowledges that the A320 works only goes some way to negating the entire impact. Public transport and active mode connectivity will need to play their part but the extent to which they can negate the remaining impact is uncertain.</i></p> <p>Screening conclusion: no change to the results of the SA</p>																																																						
Policy SD10 criterion b) table	<table border="1"> <thead> <tr> <th rowspan="2">Affordable Type/Tenure</th> <th rowspan="2">% Spilt</th> <th colspan="3">Size</th> <th rowspan="2">Affordable Type/Tenure</th> <th rowspan="2">% Spilt</th> <th colspan="3">Size</th> </tr> <tr> <th>1 bed</th> <th>2 bed</th> <th>3 bed</th> <th>1 bed</th> <th>2 bed</th> </tr> </thead> <tbody> <tr> <td>Affordable Rent</td> <td>65%</td> <td>0%</td> <td>65%</td> <td>35%</td> <td>Affordable Rent</td> <td>Affordable Rent</td> <td>65%</td> <td>0%</td> <td>65%</td> </tr> <tr> <td>Social Rent</td> <td>10%</td> <td>25%</td> <td>45%</td> <td>15%</td> <td>Social Rent</td> <td>Social Rent</td> <td>10%</td> <td>25%</td> <td>45%</td> </tr> <tr> <td>Shared Ownership</td> <td>15%</td> <td>15%</td> <td>50%</td> <td>0%</td> <td>Affordable Home Ownership Shared ownership</td> <td>Shared Ownership</td> <td>15%</td> <td>15%</td> <td>50%</td> </tr> <tr> <td>Starter Homes</td> <td>10%</td> <td colspan="3">Subject to market value threshold</td> <td>Starter Homes</td> <td>10%</td> <td colspan="3">Subject to market value threshold</td> </tr> </tbody> </table>	Affordable Type/Tenure	% Spilt		Size			Affordable Type/Tenure	% Spilt	Size			1 bed	2 bed	3 bed	1 bed	2 bed	Affordable Rent	65%	0%	65%	35%	Affordable Rent	Affordable Rent	65%	0%	65%	Social Rent	10%	25%	45%	15%	Social Rent	Social Rent	10%	25%	45%	Shared Ownership	15%	15%	50%	0%	Affordable Home Ownership Shared ownership	Shared Ownership	15%	15%	50%	Starter Homes	10%	Subject to market value threshold			Starter Homes	10%	Subject to market value threshold			
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Policy SD10 criterion e) bullet point 2	Delivery of on and off site improvements to the local road network to mitigate significant impacts as set out (but not limited to) in the Infrastructure Delivery Plan (IDP) and contribution towards improvements to the A320 as set out in the final A320 Study;	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;	To address comments raised by Surrey County Council.																																																							
Policy SD10 criterion e) bullet point 3	Provide funding towards, and/or provision of, a permanent bus services for the village which link with Longcross Railway Station and neighbouring settlements including a major service centre outside of the Borough;	Provide funding towards, and/or provision of, a permanent bus services for the village which link with Longcross Railway Station and neighbouring settlements including Woking, as the nearest local service centre. outside of the Borough,	To clarify that the developer is not expected to fund permanent bus services in perpetuity.																																																							
Policy SD10 criterion e) bullet point 4	A network of safe segregated cycling and walking links within the village which provide direct connectivity between different land uses within the village, with existing settlements (including the Longcross Barracks site) and the existing routes beyond the village boundaries;	A network of safe and, as far as possible, segregated cycling and walking links within the village which provide direct connectivity between different land uses within the garden village, with and existing settlements (including local service centres) (including the Longcross Barracks site) and with the existing routes beyond the village boundaries	To confirm that whilst there is an expectation that safe segregated cycling and walking links will be provided, in some limited instances an alternative solution may be more appropriate. To acknowledge that the Longcross barracks site sits within the wider garden village.																																																							
Policy SD10 criterion e) last para	In addition to the above, traffic generation targets will be negotiated with the developers, based upon an up-to-date transport assessment and any exceedances will be monitored and mitigated through measures outlined within a site-wide transport strategy.	In addition to the above, traffic generation targets will be negotiated with the developers, based upon an up-to-date transport assessment and any exceedances will be monitored and mitigated through measures outlined within a site-wide transport strategy and secured through section 106 agreement.	To confirm that the monitoring and management of agreed traffic generation targets can be controlled and delivered through legal agreement.																																																							

	Policy SD10 criterion h)	A phased approach to development demonstrating how each phase will contribute to and integrate with the design concepts of the village as a whole and be supported by the facilities & infrastructure necessary to ensure the village is a sustainable and thriving community.	A phased approach to development demonstrating how each phase will contribute to and integrate with the design concepts of the village as a whole and be supported by the facilities & infrastructure necessary to ensure the village is a sustainable and thriving community. <u>It will be expected that development is delivered at an appropriate pace, in particular with regard to necessary highways and utilities infrastructure requirements as identified in the Council's most up to date evidence of infrastructure needs and in site specific assessments.</u>	To provide assurance that the phasing of development will be closely tied to all key infrastructure, in line with the approach set out in policy SD6.	
Policy SL2: Housing allocation at Brox End Nursery, Ottershaw					
MM23	Policy SL2 criterion c)	Contribute towards the improvement of and maximise opportunities to provide safe and attractive links to the existing public rights of way network in the locality of the site, especially FP21 and FP30 avoiding severance and re-routing;	Contribute towards the improvement of and maximise opportunities to provide safe and attractive links to the existing public rights of way network in the locality of the site, especially FP21 and FP30 avoiding severance and re-routing <u>unless it would improve accessibility, safety and/or, attractiveness to users;</u>	To ensure consistency with the requirements of bullet point 2 of policy SD4.	<i>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 due to the minor nature of the changes. Screening conclusion: no change to the results of the SA</i>
	Policy SL2 criterion f)	Make a financial contribution(s) either through S106 or CIL (or its successor) towards the expansion of early years and primary school infrastructure at Marshfields CofE Infant and Ottershaw CofE Junior Schools and a financial contribution towards secondary school infrastructure;	Make a financial contribution(s) either through S106 or CIL (or its successor) towards the provision expansion <u>and secondary school infrastructure;</u> school infrastructure at Marshfields CofE Infant and Ottershaw CofE Junior Schools and a financial contribution towards secondary school infrastructure;	To ensure consistency with the wording used elsewhere in the allocation policies.	
Policy SL3: Housing allocation at Hanworth Lane, Chertsey					
MM24	Policy SL3 Timing	Between 2017-2022	Between 2017-2025 2 <u>subject to delivery of necessary mitigation on the A320</u>	To mitigate the impacts of this site on the A320 corridor.	<i>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. The material changes to the policy related to open space and traffic and transport will not change the results of the SA. Screening conclusion: no change to the results of the SA</i>
	Policy SL3 criterion c)	Contribute towards the improvement of and maximise opportunities to provide safe and attractive links to the existing public rights of way network especially FP35 avoiding severance and re-routing as well as links between the north and south parcels of the site;	Contribute towards the improvement of and maximise opportunities to provide safe and attractive links to the existing public rights of way network especially FP35 avoiding severance and re-routing (<u>unless it would improve accessibility, safety and/or, attractiveness to users</u>) as well as links between the north and south parcels of the site;	To ensure consistency with the requirements of bullet point 2 of policy SD4.	
	Policy SL3 criterion h)	Relocation of the existing school/college playing fields in a location appropriate for the needs of Salesian Secondary School/College rather than provide or contribute to outdoor sports facilities and contribute toward off-site allotment provision contrary to Policy SL26;	rather than provide or contribute to outdoor sports facilities and contribute toward off-site allotment provision contrary to Policy SL26; <u>h) Provide for the relocation of the existing school/college playing fields in a location appropriate for the needs of Salesian Secondary School/College. <i>rather than provide or contribute to outdoor sports facilities and contribute toward off-site allotment provision contrary to Policy SL26;</i></u> <u>i) For the avoidance of doubt, in relation to open space requirements for the site (policy SL26) it will be expected that open space provision for children and teenagers will be provided, on site wherever possible. A financial contribution towards off site allotments and enhanced outdoor sports facilities, proportionate to the development proposal will be required.</u>	Wording of two criteria merged and wording amended to provide clarity about requirements; including the requirement that new urban land is efficiently used.	

	Policy SL3 criterion l)	n/a	<u>l) Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site specific Travel Plan and Transport Assessment exploring opportunities for the site to link with or contribute to the A320 off road cycle route and/or National Cycle Route 4 from Chertsey to Egham.</u>	To bring the policy in line with other allocation policies in the plan in expecting a Travel Plan and Transport Assessment to be submitted.	
Policy SL5: Housing allocation at Blays House, Blays Lane, Englefield Green					
MM25	Policy SL5, criteria h) and i)	h)Provide or contribute to any other infrastructure identified at application stage which is necessary to make the site acceptable in planning terms. i)Provide a financial contribution towards outdoor sports facilities and allotments contrary to Policy SL26. For the avoidance of doubt, on-site open space provision for children and teenagers in line with Policy SL26 will be required;	h) <u>For the avoidance of doubt, in relation to open space requirements for the site (policy SL26) it will be expected that open space provision for children and teenagers will be provided on site wherever possible, whilst a financial contribution towards off site outdoor sports facilities and allotments will be required. Beyond this it is expected that the applicant will</u> provide or contribute to any other infrastructure identified at application stage which is necessary to make the development acceptable in planning terms.	Wording of two criteria merged and wording amended to provide clarity about requirements; including the requirement that new urban land is efficiently used.	<i>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. The material changes to the policy are related to open space. The slight changes to the open space requirements will not change the results of the SA.</i> Screening conclusion: no change to the results of the SA
Policy SL6: Housing allocation at Pyrcroft Road, Chertsey					
MM26	SL6 inset map	See Appendix 1 with this summary document which shows the difference between the existing and amended inset map at this site.		To clarify that some of the land in the north west is confirmed available but the whole area in the north west will be required to make provision for a set number of dwellings if it comes forward separately to the remainder of the allocation site.	<i>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. The overall extent of the site has not changed and the slight change in delivery date, further clarity on the A320 mitigation and</i>
	Policy SL6 Timing	Between 2022-2027	Between 202 23 ²⁴ -2028 7 ⁷ <u>subject to delivery of necessary mitigation on the A320</u>	To mitigate the impacts of this site on the A320 corridor.	<i>further details on landscaping will not change the results of the SA.</i>

	Policy SL6 criterion c)	c) Take account of and retain site boundary vegetation in the design and layout of the site including TPO 235 fronting Pycroft Road and provide supplementary planting with native species where necessary;	c) Take account of and retain site boundary vegetation in the design and layout of the site including TPO 235 fronting Pycroft Road and provide supplementary planting with native species where necessary; <u>This will need to be demonstrated and implemented through an appropriate landscaping strategy:</u>	To bring the policy in line with other allocation policies in the plan.	Screening conclusion: no change to the results of the SA
	Policy SL6 criterion f)	f) Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site specific Travel Plan and Transport Assessment exploring opportunities for the site to link with or contribute to the A320 off road cycle route and/or National Cycle Route 4 from Chertsey to Egham;	f) Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site specific Travel Plan and Transport Assessment. <u>Given the expected impact of development at the site on the A320, proportionate financial contributions to deliver relevant mitigation will be required. The applicant will also be expected to explore</u> exploring opportunities for the site to link with or contribute to the A320 off road cycle route and/or National Cycle Route 4 from Chertsey to Egham;	To mitigate the impacts of this site on the A320 corridor.	
	Policy SL6 penultimate para	In the event that the area shown cross hatched on the above plan does not come forward at the same time as the remainder of the allocation it will be expected to provide a minimum of 100 net additional C3 residential units with the remainder of the site providing a minimum of 175 net additional C3 residential units and 5 Gypsy/Traveller pitches.	In the event that the area shown cross-hatched shaded on the above plan does not come forward at the same time as the remainder of the allocation it will be expected to provide a minimum of 100 net additional C3 residential units with the remainder of the site providing a minimum of 175 net additional C3 residential units and 5 Gypsy/Traveller pitches.	To clarify that some of the land in the north west is confirmed available but the whole area in the north west will be required to make provision for a set number of dwellings if it comes forward separately to the remainder of the allocation site.	
Policy SL7: Housing allocation at Thorpe Lea Road North, Egham					
MM27	Policy SL7 criterion d)	Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site specific Travel Plan and Transport Assessment exploring opportunities for the site to link with or contribute to off road cycle routes in the area;	Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site specific Travel Plan and Transport Assessment exploring opportunities for the site to link with or contribute to off road cycle routes <u>and passenger transport infrastructure and services</u> in the area;	To ensure that the thread which runs through the Local Plan which seeks to promote and secure active and sustainable transport solutions is sufficiently embedded into these allocation policies and that the policy takes opportunities to link to public transport services locally. The reference to off road cycle solutions in hindsight is considered to be unnecessarily limiting.	<i>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.</i> Screening conclusion: no change to the results of the SA

	Policy SL7 criterion g) and h)	<p>g) Provide or contribute to any other infrastructure identified at application stage which is necessary to make the site acceptable in planning terms.</p> <p>h) Provide a financial contribution towards outdoor sports facilities and allotments contrary to Policy SL26. For the avoidance of doubt, on-site open space provision for children and teenagers in line with Policy SL26 will be required;</p>	<p>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 development acceptable in planning terms.</p>	<p>Wording of two criteria merged and wording amended to provide clarity about requirements; including the requirement that new urban land is efficiently used.</p>	
Policy SL8: Housing allocation at Thorpe Lea Road West, Egham					
MM28	SL8 inset map	See Appendix 2 with this summary document which shows the difference between the existing and amended inset map at this site.		<p>To neaten up the areas of hatching and to extend the yellow line which indicates potential for access points so that it includes Clockhouse Lane East and along part of New Wickham Lane to reflect up to date discussions with the developer who is bringing forward the majority of the site.</p>	<p><i>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. The overall extent of the site has not changed and the slight changes related to open space and passenger infrastructure will not change the results of the SA.</i></p> <p>Screening conclusion: no change to the results of the SA</p>
	Policy SL8 criterion d)	<p>d) 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;</p>	<p>d) 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;</p>	<p>To ensure consistency with the requirements of bullet point 2 of policy SD4.</p>	
	Policy SL8 criterion f)	<p>f) Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site specific Travel Plan and Transport Assessment exploring opportunities for the site to link with or contribute to off road cycle routes in the area;</p>	<p>f) Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site specific Travel Plan and Transport Assessment exploring opportunities for the site to link with or contribute to off road cycle routes and passenger transport infrastructure and services in the area;</p>	<p>To ensure that the thread which runs through the Local Plan which seeks to promote and secure active and sustainable transport solutions is sufficiently embedded into the allocation policies and that the policy takes opportunities to link to public transport services locally. The reference to off road cycle solutions in hindsight is considered to be unnecessarily limiting.</p>	

	Policy SL8 criterion i) and j)	<p>i) Provide or contribute to any other infrastructure identified at application stage which is necessary to make the site acceptable in planning terms.</p> <p>j) Provide a financial contribution towards outdoor sports facilities and allotments contrary to Policy SL26. For the avoidance of doubt, on-site open space provision for children and teenagers in line with Policy SL26 will be required;</p>	<p>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 development acceptable in planning terms.</p>	<p>Wording of two criteria merged and wording amended to provide clarity about requirements; including the requirement that new urban land is efficiently used.</p>	
	Policy SL8 penultimate para	<p>In the event that the areas shown cross hatched on the above plan do not come forward at the same time as the remainder of the allocation they will together be expected to provide a minimum of 55 net additional C3 residential units with the remainder of the site providing a minimum of 195 net additional C3 residential units and 3 Gypsy/Traveller pitches</p>	<p>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 3 2 Gypsy/Traveller pitches</p>	<p>To ensure that the requirement for traveller pitches is provided proportionally across the different parts of the site</p>	
	Policy SL8 final para	<p>*Site Capacity Analysis evidence recommends 200 C3 units and 3 Gypsy/Traveller pitches but assumes that no development will take place within the AQMA on air quality grounds. If it can be demonstrated that development within the AQMA would not have an adverse impact on human health or on existing air quality the site could provide a higher level of development than set out in a) above.</p>	<p>*Site Capacity Analysis evidence recommends 2500 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.</p>	<p>To ensure consistency with the Council's April 2018 addendum and criterion a) of the policy</p>	
SL9: Housing Allocation at Virginia Water North					
MM29	Policy SL9 criterion d)	<p>d) As a departure from Policy SL26, provide open space in the form of a publically accessible park & garden with a minimum size of 0.85ha at the site rather than provide or contribute to outdoor sports facilities and allotments. If a suitable alternative piece of land can be found offsite in very close proximity, the provisions of SL26 should be met;</p>	<p>d) As a departure from Policy SL26, 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 publically publicly accessible park & garden with a minimum size of 0.85ha, at the site rather than provide or contribute to outdoor sports facilities and allotments. If a suitable alternative piece of land can be found offsite in very close proximity, the provisions of SL26 should be met;</p>	<p>To provide clarity about the open space requirements for the site and to correct grammar.</p>	<p><i>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. The slight changes related to open space and pedestrian access will not change the results of the SA.</i></p> <p>Screening conclusion: no change to the results of the SA</p>
	Policy SL9 criterion g)	<p>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;</p>	<p>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;</p>	<p>To ensure that the thread which runs through the Local Plan which seeks to promote and secure active and sustainable transport solutions is sufficiently embedded into the allocation policies.</p>	

	Policy SL9 final para	In the event that the individual parcels of land comprising the Virginia Water North allocation do not come forward at the same time, each parcel should be brought forward for a minimum of: Merlewood – 86 net units Kenwolde – 26 net units Gorse Hill Manor & Gorse Hill House – 6 net units Rest of Site – 2 net units	<u>Dependent on the release of Gorse Hill Manor and Gorse Hill House, this parcel of land may not come forward for development by 2025.</u> In the event that the individual parcels of land comprising the Virginia Water North allocation do not come forward at the same time, each parcel should be brought forward for a minimum of: Merlewood – 86 net units Kenwolde – 26 net units Gorse Hill Manor & Gorse Hill House – 6 net units Rest of Site – 2 net units	To acknowledge that parcels of the site may not come forward for development by 2025.	
Policy SL10: Housing Allocation at Virginia Water South					
MM30	Policy SL10 criterion b)	b) Take account of site boundary vegetation and the built development strategy for unit SW1 of the Surrey Landscape Character Assessment in the design, layout and landscaping of the site. This will need to be demonstrated and implemented through an appropriate landscaping strategy;	b) Take account of site boundary vegetation and the built development strategy for unit SW1 of the Surrey Landscape Character Assessment in the design, layout and landscaping of the site. This will need to be demonstrated and implemented through an appropriate landscaping strategy;	To change incorrect landscape unit quoted in Policy SL10.	<i>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. The slight changes related to open space and pedestrian access will not change the results of the SA.</i> Screening conclusion: no change to the results of the SA
	Policy SL10 criterion e)	e) Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site specific Travel Plan and Transport Assessment exploring opportunities for the site to link with or contribute to off road cycle routes at Longcross Garden Village;	e) Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site specific Travel Plan and Transport Assessment, exploring opportunities for the site to link with, with or contribute towards to off road cycle routes <u>including those at Longcross Garden Village and to improve pedestrian access to public transport links;</u>	To ensure that the thread which runs through the Local Plan which seeks to promote and secure active and sustainable transport solutions is sufficiently embedded into the allocation policies. To clarify the range of cycle links to be considered in association with this allocation.	
	Policy SL10 criteria h) and i)	h) Provide or contribute to any other infrastructure identified at application stage which is necessary to make the site acceptable in planning terms. i) Provide a financial contribution towards outdoor sports facilities and allotments contrary to Policy SL26. For the avoidance of doubt, on-site open space provision for children and teenagers in line with Policy SL26 will be required	<u>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.</u>	Wording of two criteria merged and wording amended to provide clarity about requirements; including the requirement that new urban land is efficiently used.	
Policy SL11: Housing Allocation at Parcel B, Vet Labs Site, Addlestone					
MM31	Policy SL11 Timing	2023-2026	2023-2026 <u>subject to delivery of necessary mitigation on the A320</u>	To mitigate the impacts of this site on the A320 corridor.	<i>The modification could potentially cause changes to the results of the SA.</i>

	Policy SL11,criterion b)	Take account of site boundary vegetation and the built development strategy for unit SS3 of the Surrey Landscape Character Assessment in the design, layout and landscaping of the site especially the western and northern boundaries. This will need to be demonstrated and implemented through an appropriate landscaping strategy;	Take account of 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;	Wording updated to reflect the TPO which was confirmed at the site in June 2018 and ensure planting is secured at the southern boundary.	<i>Therefore, the results of the SA have been checked. However, this has shown that the conclusions of the SA will not change. The material changes to the policy are related to traffic and transport. The slight changes to the open space requirements will not change the results of the SA.</i>
	Policy SL11 criterion e)	e) Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site specific Travel Plan and Transport Assessment exploring opportunities to link with existing off-road cycle routes;	e) Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site specific Travel Plan and Transport Assessment. 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 exploring opportunities to link with existing off-road cycle routes and passenger transport infrastructure and services;	To ensure that the thread which runs through the Local Plan which seeks to promote and secure active and sustainable transport solutions is sufficiently embedded into the allocation policies and that the policy takes opportunities to link to public transport services locally. The reference to off road cycle solutions in hindsight is considered to be unnecessarily limiting.	Screening conclusion: no change to the results of the SA
Policy SL12: Housing Allocation at Ottershaw East, Ottershaw					
MM32	Policy SL12 Timing	2019-2023	2019-2023 2023-2027 subject to delivery of necessary mitigation on the A320	To mitigate the impacts of this site on the A320 corridor.	<i>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. The material changes to the policy are related to traffic and transport. With regard to traffic and transport, the uncertain impact still stands. The previous assessment already addressed the potential changes in housing delivery dates and also noted that the impacts</i>
	Policy SL12 first line of policy	This 14.1ha site is located to the south east of Ottershaw and will deliver a high quality development that will:	This 14.1 6.6 ha site is located to the south east of Ottershaw and will deliver a high quality development that will:	To make clear that the development allocation is separate to the site's SANG.	
	Policy SL12 criterion a)	Make provision for 200 C3 dwellings and 2 net additional serviced Gypsy/Traveller pitches;	Make provision for a minimum of 200 C3 dwellings and 2 net additional serviced Gypsy/Traveller pitches;	To provide consistency across the allocation policies.	
	Policy SL12 criterion b)	Within the area shown purple on the plan above provide an area of SANG to avoid impacts to the Thames Basin Heaths Special Protection Area, as well as a contribution towards SAMM;	Within the area shown purple on the plan above provide an area of SANG to avoid impacts to the Thames Basin Heaths Special Protection Area, as well as a contribution towards SAMM;	Text deleted and requirement moved to end of policy to reflect that the SANG is beyond the development site.	

	Policy SL12 criterion d)	c) Take account of TPO 50, site boundary vegetation and the built development strategy for unit SS4 of the Surrey Landscape Character Assessment in the design and layout of the site and provide new boundary planting with native species where necessary.	d) c) Take account of TPO 50 , site boundary vegetation and the built development strategy for unit SS4 of the Surrey Landscape Character Assessment in the design and layout of the site and provide new boundary planting with native species where necessary.	TPO is not included within the site allocation.	<i>of the strategy can be partly mitigated through the A320 measures and this has not changed with the changes to the policy. However, the main uncertainty remains in that the evidence acknowledges that the A320 works only goes some way to negating the entire impact. Public transport and active mode connectivity will need to play their part but the extent to which they can negate the remaining impact is uncertain.</i>
	Policy SL12 criterion e)	e) Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site specific Travel Plan and Transport Assessment including exploring opportunities for the site to link with or contribute to links to the A320 cycle route and/or contribute towards schemes in the Infrastructure Delivery Plan;	e) d) Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site specific Travel Plan and Transport Assessment. 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 exploring opportunities for the site to link with or contribute to links to the A320 cycle route and/or contribute towards schemes in the Infrastructure Delivery Plan.	To mitigate the impacts of this site on the A320 corridor.	Screening conclusion: no change to the results of the SA
	Policy SL12 criterion f)	f) Make a financial contribution(s) either through S106 or CIL (or its successor) towards the expansion of early years and primary school infrastructure at Marshfields CofE Infant and Ottershaw CofE Junior Schools and a financial contribution towards secondary school infrastructure;	e) f) Make a financial contribution(s) either through S106 or CIL (or its successor) towards the provision expansion of early years, and primary and secondary school infrastructure; school infrastructure at Marshfields CofE Infant and Ottershaw CofE Junior Schools and a financial contribution towards secondary school infrastructure;	To ensure consistency with the wording used elsewhere in the allocation policies	
	Policy SL12 criterion g)	g) Provide 0.1ha of land and building of up to 800sqm for a new health facility comprising a GP surgery with associated parking and landscaping;	g) f) Provide 0.1ha of land and a proportionate contribution to the building of up to 800sqm for a new health facility comprising a GP surgery with associated parking and landscaping;	To clarify that the whole cost of the new health facility is not expected to be funded in full by the developer of this site.	
	Policy SL12 new text after criterion j)	n/a	<u>Within the area shown purple on the plan above, provide an area of SANG to avoid impacts to the Thames Basin Heaths Special Protection Area, as well as a contribution towards SAMM</u>	Text moved to end of policy to reflect that the SANG is beyond the development site.	
Policy SL13: Housing Allocation at St Peter’s Hospital, Chertsey					
MM33	Policy SL13 Timing	2019-2023 contingent on delivery of mitigation to the A320.	2019-2023 2020-2025 subject to delivery of necessary mitigation on the A320. contingent on delivery of mitigation to the A320.	Wording amended to improve clarity and reflect most up to date information.	<i>The modification could potentially cause changes to the results of the SA. Therefore, the results of the SA have been checked.</i>

	Policy SL13 first paragraph	The St Peter's Hospital allocation comprises 12.1ha of land sitting within the larger 31.7ha Hospital Complex which is released from the Green Belt in its entirety. The 12.1ha housing allocation is set over two parcels of 11.1ha to the west of the hospital complex and 1ha to the north east with the hospital retained. Both sites are expected to come forward within the period 2015-2020 and will deliver a high quality development that will:	The St Peter's Hospital allocation comprises 12.1ha of land sitting within the larger 31.7ha Hospital Complex which is released from the Green Belt in its entirety. The 12.1ha housing allocation is set over two parcels of 11.1ha to the west of the hospital complex and 1ha to the north east with the hospital retained. Both sites are expected to come forward within the period 2015-2020 and will deliver a high quality developments that will:	Minor wording changes to avoid duplication (and contradiction) with information in the 'Timing' section and to remove superfluous language.	<i>However, this has shown that the conclusions of the SA will not change. The material changes to the policy are related to traffic and transport. With regard to traffic and transport, the uncertain impact still stands. The previous assessment already addressed the potential changes in housing delivery dates and also noted that the impacts of the strategy can be partly mitigated through the A320 measures and this has not changed with the changes to the policy. However, the main uncertainty remains in that the evidence acknowledges that the A320 works only goes some way to negating the entire impact. Public transport and active mode connectivity will need to play their part but the extent to which they can negate the remaining impact is uncertain.</i>
	Policy SL13 criterion b)	Take account of TPO244, the site's veteran trees, site boundary vegetation in the design, layout and landscaping of the site especially the boundary vegetation to Homewood Park; This will need to be demonstrated and implemented through an appropriate landscaping strategy;	Take account of TPO 244 425 , the site's veteran trees, site boundary vegetation in the design, layout and landscaping of the site especially the boundary vegetation to Homewood Park; This will need to be demonstrated and implemented through an appropriate landscaping strategy;	To reflect that most recent TPO which was made at the site in March 2018.	<i>Screening conclusion: no change to the results of the SA</i>
	Policy SL13 criterion d)	Provide a financial contribution towards the provision of a community hub building and associated infrastructure at Parcel A, Chertsey Bittams rather than providing or contributing to outdoor sports facilities and allotments contrary to Policy SL26;	Provide a financial contribution towards the provision of a community hub building and associated infrastructure at Parcel A, Chertsey Bittams rather than providing or contributing to outdoor sports facilities and allotments contrary to Policy SL26. For the avoidance of doubt, it will be expected that open space provision for children and teenagers will be provided, on site wherever possible;	Wording amended to provide clarity about the open space requirements for the site.	
	Policy SL13 criterion e)	Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site specific Travel Plan and Transport Assessment exploring opportunities for the site(s) to provide a link between the A320 off road cycle route and Holloway Hill/Stonehill Road and contribute to the delivery of any measures identified in the A320 feasibility study.;	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 exploring opportunities for the site(s) to provide a link between the A320 off road cycle route and Holloway Hill/Stonehill Road; and contribute to the delivery of any measures identified in the A320 feasibility study.;	Minor wording change to ensure consistency with other allocation policies.	
Policy SL14: Housing Allocation at Parcel A, Chertsey Bittams, Chertsey					
MM34	Policy SL14 Timing	2019-2022 contingent on delivery of mitigation to the A320	2023-2026 subject to delivery of necessary mitigation on the A320 contingent on delivery of mitigation to the A320	Wording amended to improve clarity and reflect most up to date information.	<i>The modification could potentially cause changes to the results of the SA. Therefore, the results of the SA have been checked.</i>
	Policy SL14 criterion d)	Contribute towards the improvement of and maximise opportunities to provide safe and attractive links to the existing public rights of way network, in particular incorporating access to and avoiding severance and re-routing of FP36 and 37;	Contribute towards the improvement of and maximise opportunities to provide safe and attractive links to the existing public rights of way network, in particular incorporating access to and avoiding severance and re-routing of FP36 and 37 unless it would improve accessibility, safety and/or, attractiveness to users;	To ensure consistency with the requirements of bullet point 2 of policy SD4.	<i>However, this has shown that the conclusions of the SA will not change. The material changes to the policy are related to traffic and transport. With</i>

	Policy SL14 criterion g)	Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site specific Travel Plan and Transport Assessment and contribute to the delivery of any measures identified in the A320 feasibility study;	Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site specific Travel Plan and Transport Assessment. Given the expected impact of development at the site on the A320, proportionate financial contributions to deliver relevant mitigation will be required. and contribute to the delivery of any measures identified in the A320 feasibility study;	Minor wording change to ensure consistency with other allocation policies.	<p><i>regard to traffic and transport, the uncertain impact still stands. The previous assessment already addressed the potential changes in housing delivery dates and also noted that the impacts of the strategy can be partly mitigated through the A320 measures and this has not changed with the changes to the policy. However, the main uncertainty remains in that the evidence acknowledges that the A320 works only goes some way to negating the entire impact. Public transport and active mode connectivity will need to play their part but the extent to which they can negate the remaining impact is uncertain.</i></p> <p>Screening conclusion: no change to the results of the SA</p>
	Policy SL14, footnote 2, fourth sentence	For the avoidance of doubt, open space provision for children and teenagers in line with Policy SL26 will be required.	For the avoidance of doubt, it will be expected that open space provision for children and teenagers will be provided, on site wherever possible; open space provision for children and teenagers in line with Policy SL26 will be required.	Minor wording change to ensure consistency with other allocation policies.	
Policy SL15: Housing Allocation at Parcel B, Chertsey Bittams, Chertsey					
MM35	Policy SL15 Timing	2022-2024 contingent on delivery of mitigation to the A320	2022-2024 2023-2026 5 subject to delivery of necessary mitigation on the A320 contingent on delivery of mitigation to the A320	Wording amended to improve clarity.	<p><i>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. The material changes to the policy are related to traffic and transport. With regard to traffic and transport, the uncertain impact still stands. The previous assessment already addressed the potential changes in housing delivery dates and also noted that the impacts of the strategy can be partly mitigated through</i></p>
	Policy SL15 criterion d)	Contribute towards the improvement of and maximise opportunities to provide safe and attractive links to the existing public rights of way network, in particular incorporating access to and avoiding severance and re-routing of FP56;	Contribute towards the improvement of and maximise opportunities to provide safe and attractive links to the existing public rights of way network, in particular incorporating access to and avoiding severance and re-routing of FP56. unless it would improve accessibility, safety and/or, attractiveness to users;	To ensure consistency with the requirements of bullet point 2 of policy SD4	
	Policy SL15 criterion f)	Provide a financial contribution towards the provision of a community hub building and associated infrastructure at Parcel A, Chertsey Bittams, rather than providing or contributing to outdoor sports facilities and allotments contrary to Policy SL26. For the avoidance of doubt, open space provision for children and teenagers in line with Policy SL26 will be required;	Provide a financial contribution towards the provision of a community hub building and associated infrastructure at Parcel A, Chertsey Bittams, rather than providing or contributing to outdoor sports facilities and allotments contrary to Policy SL26. For the avoidance of doubt, it will be expected that open space provision for children and teenagers will be provided, on site wherever possible open space provision for children and teenagers in line with Policy SL26 will be required;	Minor wording change to ensure consistency with other allocation policies.	

	Policy SL15 criterion g)	Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site specific Travel Plan and Transport Assessment and contribute to the delivery of any measures identified in the A320 feasibility study;	Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site specific Travel Plan and Transport Assessment. Given the expected impact of development at the site on the A320, proportionate financial contributions to deliver relevant mitigation will be required. and contribute to the delivery of any measures identified in the A320 feasibility study;	Minor wording change to ensure accuracy of requirement and to ensure consistency with other allocation policies.	<i>the A320 measures and this has not changed with the changes to the policy. However, the main uncertainty remains in that the evidence acknowledges that the A320 works only goes some way to negating the entire impact. Public transport and active mode connectivity will need to play their part but the extent to which they can negate the remaining impact is uncertain.</i> Screening conclusion: no change to the results of the SA
Policy SL16: Housing allocation at Parcel C, Chertsey Bittams, Chertsey					
MM36	Policy SL16 Timing	Post 2027 contingent on delivery of mitigation to the A320	Post 2027 subject to delivery of necessary mitigation on the A320 contingent on delivery of mitigation to the A320	Wording amended to improve clarity.	<i>The modification could potentially cause changes to the results of the SA.</i>
	Policy SL16 criterion a)	Make provision for a minimum of 35 net additional C3 dwellings and 1 net additional serviced Gypsy/Traveller pitches;	Make provision for a minimum of 35-9 11 net additional serviced Gypsy/Traveller pitches and permanent retention of the existing temporary pitch;	To reflect discussions with the landowner and meet Gypsy and Traveller need.	<i>Therefore, the results of the SA have been checked. However, this has shown that the conclusions of the SA will not change. The material changes to the policy are related to traffic and transport.</i>
	Policy SL16 criterion f)	Provide a financial contribution towards the provision of a community hub building and associated infrastructure at Parcel A, Chertsey Bittams rather than providing or contributing to outdoor sports facilities and allotments contrary to Policy SL26. For the avoidance of doubt, open space provision for children and teenagers in line with Policy SL26 will be required;	Provide a financial contribution towards the provision of a community hub building and associated infrastructure at Parcel A, Chertsey Bittams rather than providing or contributing to outdoor sports facilities and allotments contrary to Policy SL26. For the avoidance of doubt, it will be expected that open space provision for children and teenagers will be provided, on site wherever possible open space provision for children and teenagers in line with Policy SL26 will be required;	Minor wording change to ensure accuracy of requirement and to ensure consistency with other allocation policies.	<i>With regard to traffic and transport, the uncertain impact still stands. The previous assessment already addressed the potential changes in housing delivery dates and also noted that the impacts of the strategy can be partly mitigated through the A320 measures and this has not changed with the changes to the policy.</i>
	Policy SL16 criterion g)	Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site specific Travel Plan and Transport Assessment and contribute to the delivery of any measures identified in the A320 feasibility study;	Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site specific Travel Plan and Transport Assessment. Given the expected impact of development at the site on the A320, proportionate financial contributions to deliver relevant mitigation will be required. and contribute to the delivery of any measures identified in the A320 feasibility study;	Minor wording change to ensure accuracy of requirement and to ensure consistency with other allocation policies.	<i>However, the main uncertainty remains in that the evidence acknowledges that the A320 works only goes some way to negating the entire impact. Public transport and active mode connectivity will</i>

					<p>need to play their part but the extent to which they can negate the remaining impact is uncertain.</p> <p>Screening conclusion: no change to the results of the SA</p>
Policy SL17: Housing Allocation at Parcel D, Chertsey Bittams, Chertsey					
MM37	Policy SL17 Timing	2019-2022 contingent on delivery of mitigation to the A320	2019-2022 contingent on delivery of mitigation to the A320 2021-2025 subject to delivery of necessary mitigation on the A320	To mitigate the impacts of this site on the A320 corridor.	<p><i>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. The material changes to the policy are related to traffic and transport. With regard to traffic and transport, the uncertain impact still stands. The previous assessment already addressed the potential changes in housing delivery dates and also noted that the impacts of the strategy can be partly mitigated through the A320 measures and this has not changed with the changes to the policy. However, the main uncertainty remains in that the evidence acknowledges that the A320 works only goes some way to negating the entire impact. Public transport and active mode connectivity will need to play their part but the extent to which they can negate the remaining impact is uncertain.</i></p> <p>Screening conclusion: no change to the results of the SA</p>
	Policy SL17 criterion e)	Provide a financial contribution towards the provision of a community hub building and associated infrastructure at Parcel A, Chertsey Bittams rather than providing or contribution towards outdoor sports facilities and allotments contrary to policy SL26. For the avoidance of doubt, open space provision for children and teenagers in line with Policy SL26 will be required;	Provide a financial contribution towards the provision of a community hub building and associated infrastructure at Parcel A, Chertsey Bittams rather than providing or contribution towards outdoor sports facilities and allotments contrary to policy SL26. For the avoidance of doubt, it will be expected that open space provision for children and teenagers will be provided, on site wherever possible open space provision for children and teenagers in line with Policy SL26 will be required;	Minor wording change to ensure accuracy of requirement and to ensure consistency with other allocation policies.	
	Policy SL17 criterion f)	Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site specific Travel Plan and Transport Assessment and contribute to the delivery of any measures identified in the A320 feasibility study;	Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site specific Travel Plan and Transport Assessment. Given the expected impact of development at the site on the A320, proportionate financial contributions to deliver relevant mitigation will be required. and contribute to the delivery of any measures identified in the A320 feasibility study;	Minor wording change to ensure accuracy of requirement and to ensure consistency with other allocation policies.	

Policy SL18: Housing Allocation at Parcel E, Chertsey Bittams, Chertsey					
MM38	Policy SL18 Timing	2022-2027 contingent on delivery of mitigation to the A320	2022-2027 2023-2026 subject to delivery of necessary mitigation on the A320 contingent on delivery of mitigation to the A320	Wording amended to improve clarity.	<p><i>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. The material changes to the policy are related to traffic and transport. With regard to traffic and transport, the uncertain impact still stands. The previous assessment already addressed the potential changes in housing delivery dates and also noted that the impacts of the strategy can be partly mitigated through the A320 measures and this has not changed with the changes to the policy. However, the main uncertainty remains in that the evidence acknowledges that the A320 works only goes some way to negating the entire impact. Public transport and active mode connectivity will need to play their part but the extent to which they can negate the remaining impact is uncertain.</i></p> <p>Screening conclusion: no change to the results of the SA</p>
	Policy SL18 criterion d)	Provide a financial contribution towards the provision of a community hub building and associated infrastructure at Parcel A, Chertsey Bittams rather than providing or contributing to outdoor sports facilities and allotments contrary to Policy SL26. For the avoidance of doubt, open space provision for children and teenagers in line with Policy SL26 will be required;	Provide a financial contribution towards the provision of a community hub building and associated infrastructure at Parcel A, Chertsey Bittams rather than providing or contributing to outdoor sports facilities and allotments contrary to Policy SL26. For the avoidance of doubt, it will be expected that open space provision for children and teenagers will be provided, on site wherever possible open space provision for children and teenagers in line with Policy SL26 will be required;	Minor wording change to ensure accuracy of requirement and to ensure consistency with other allocation policies.	
	Policy SL18 criterion e)	Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site specific Travel Plan and Transport Assessment and contribute to the delivery of any measures identified in the A320 feasibility study;	Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site specific Travel Plan and Transport Assessment. Given the expected impact of development at the site on the A320, proportionate financial contributions to deliver relevant mitigation will be required. and contribute to the delivery of any relevant measures identified in the A320 feasibility study;	Minor wording change to ensure accuracy of requirement and to ensure consistency with other allocation policies.	
	Policy SL18 criterion f)	Ensure that the Locally Listed Park House and its setting is maintained and enhanced;	Ensure that the Locally Listed Park House Grade II Listed Wheelers Green and its setting is maintained and enhanced;	Wrong building referred to.	
Policy SL20: Affordable Housing					
MM39	Para 6.31	The definition of affordable housing includes social rented/affordable rented and intermediate housing as well as starter homes that are available to Borough households whose needs cannot be met by the market. To be 'affordable', the cost of housing must be low enough for eligible households to afford based on local incomes and house prices.	The definition of affordable housing includes housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with one or more of the definitions in the 2019 § NPPF for affordable housing for rent, starter homes, discounted market sales housing, other affordable housing routes to home ownership. social rented/affordable rented and intermediate housing as well as starter homes that are available to Borough households whose needs cannot be met by the market. To be 'affordable', the cost of housing	To more closely align with the definitions in NPPF 2019.	<p><i>This is not a material change to planning policy.</i></p> <p>Screening conclusion: no change to the results of the SA.</p>

			must be low enough for eligible households to afford based on local incomes and house prices.		
Para 6.34	Policy SL20 includes the requirement to provide affordable housing on all sites that result in a net gain of 11 units or more. Where land that is above the threshold is subdivided to create separate development schemes, the Council will consider the site as a whole and seek affordable housing on each part.		Policy SL20 includes the requirement to provide affordable housing on all sites that result in a net gain of 11 10 units or more. Where land that is above the threshold is subdivided to create separate development schemes, the Council will consider the site as a whole and seek affordable housing on each part.	To more closely align with NPPF 2019.	
Policy SL20 1 st para	Over the period of the Local Plan the Council will seek to deliver 30% of all net additional dwellings as affordable units with 80% Affordable/Social Rent and 20% as other forms of affordable housing ¹⁷ .		Over the period of the Local Plan the Council will seek to deliver 30% of all net additional dwellings as affordable units of which about with 80% 70% will be provided as Affordable/Social Rent and 30% 20% provided as other forms of affordable housing ¹⁷ .	For clarity and to more closely align with NPPF 2019.	<i>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 as the changes to the policy will still register a positive effect on the provision of affordable homes.</i> Screening conclusion: no change to the results of the SA
Policy SL20 2 nd para	Development proposals of 11 or more (net) additional dwellings will be expected to provide 35% of dwellings as affordable units with a tenure split as above.		Development proposals of 11 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)¹⁷.	To more closely align with the definitions in and requirements of NPPF 2019.	
Para 6.40	Paragraph 50 of the NPPF sets out that to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities, LPAs should (amongst other things, where they have identified that affordable housing is needed, set policies for meeting this need on site, unless off-site provision or a financial contribution of broadly equivalent value can be robustly justified (for example to improve or make more effective use of the existing housing stock) and the agreed approach contributes to the objective of creating mixed and balanced communities. Such policies should be sufficiently flexible to take account of changing market conditions over time.		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). Paragraph 50 of the NPPF sets out that to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities, LPAs should (amongst other things), where they have identified that affordable housing is needed, set policies for meeting this need on site, unless off-site provision or a financial contribution of broadly equivalent value can be robustly justified (for example to improve or make more effective use of the existing housing stock) and the agreed approach contributes to the objective of creating mixed and balanced communities. Such policies should be sufficiently flexible to take account of changing market conditions over time.	To more closely align with the definitions in and requirements of para 64 of NPPF 2019.	<i>This is not a material change to planning policy.</i> Screening conclusion: no change to the results of the SA.
Para 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 SL21 has been formulated.		The Council's SHMA indicates a clear need for affordable housing in the Borough and the wider HMA and it is on this basis that policy SL21 SL20 has been formulated.	Wrong policy has been referred to.	<i>This is not a material change to planning policy.</i> Screening conclusion: no change to the results of the SA.
Footnote 17	¹⁷ This includes starter homes, intermediate homes and shared ownership. And any other form of affordable housing as described by national guidance or legislation		¹⁷This includes starter homes, intermediate homes and shared ownership. And any other form of affordable housing as described by national guidance or legislation	To more closely align with NPPF 2019.	<i>This is not a material change to planning policy.</i> Screening conclusion: no

			<u>17Unless the requirement for affordable home ownership products is exempted through national planning policy</u>						change to the results of the SA.	
Policy SL22: Meeting the Needs of Gypsies, and Travellers and Travelling Showpeople										
MM40	Para 6.51 first sentence	The Local Plan sets a strategy for providing accommodation for Gypsies, Travellers and Travelling Showpeople through the delivery of sites on a number of the housing allocations and by considering proposals where these arise outside the allocated sites against the criteria in policy SL24 and national guidance.	The Local Plan sets a strategy for providing accommodation for Gypsies, Travellers and Travelling Showpeople through the delivery of sites on a number of the housing allocations and by considering proposals where these arise outside the allocated sites against the criteria in policy SL24 SL22 and national guidance.				Wrong policy has been referred to.		<i>This is not a material change to planning policy. Screening conclusion: no change to the results of the SA.</i>	
	New paragraphs after 6.51	n/a	<p><u>Allocations in the Local Plan seek to make provisions to address the needs of households meeting the planning definition of Gypsies, Travellers and Travelling Showpeople. For households falling outside the planning definition of Gypsies, Travellers and Travelling Showpeople, existing provision in the Borough, including residential caravan parks, and policies elsewhere within the local plan which facilitate the provision of a range of housing types, will enable the needs of such households to be addressed.</u></p> <p><u>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.</u></p>				To clarify how the plan will address the needs of those falling outside the planning definition of Gypsies, Travellers and Travelling Showpeople and the consideration of transit pitches.		<i>This is not a material change to planning policy. Screening conclusion: no change to the results of the SA.</i>	
	SL22 Policy Heading	Policy SL22: Meeting the Needs of Gypsies and Travellers	Policy SL22: Meeting the needs of Gypsies, and Travellers and Travelling Showpeople				To provide clarification.		<i>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 as the policy will continue to ensure that the accommodation needs of Gypsy and Traveller and Travelling Showpeople are met. Screening conclusion: no change to the results of the SA</i>	
	Policy SL22 1 st para	Over the lifetime of the Local Plan the Council will plan to deliver 112 Gypsy/Traveller pitches and 19 Travelling Showmen Plots which will be expected to come forward as follows:	<p>Over the lifetime of the Local Plan the Council will plan to deliver 112 Gypsy/Traveller pitches and 19 Travelling Showmen Plots which will be expected to come forward as follows: <u>The Council's most up to date assessment of the accommodation needs of gypsies, travellers and travelling showpeople (GTAA January 2018) identifies the following level of need for pitches and plots in the Borough over the period of the Local Plan:</u></p>				Phraseology amended to ensure accuracy of statement.			
	Policy SL22 table	Type	2015-2022	2023-2027	2028-2030	Type	2015-2022	2023-2027	2028-2030	<i>The modification could potentially cause changes</i>

		Pitches	96	10	6	Pitches	96 71	10 12	6 0	To update the table with the most up to date information.	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 as the policy will continue to ensure that the accommodation needs of Gypsy and Traveller and Travelling Showpeople are met. Screening conclusion: no change to the results of the SA	
		Plots	16	2	1	Plots	16	2	1			
Policy SL22 2 nd para	The need for Gypsy and Traveller Accommodation will in part be addressed through the site allocations identified in this Plan and the granting of planning permissions.	The need for Gypsy and Traveller Accommodation will in part be addressed through the site allocations identified in this Plan and the granting of planning permissions. 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:				<p><u>-By addressing identified site management issues on authorised sites to ensure that Gypsies, Travellers and Travelling Showpeople who meet the planning definitions set out in Government policy are not being displaced from authorised sites;</u></p> <p><u>-By giving positive consideration to modest expansions of authorised traveller sites in the Borough, and proposals for the redevelopment of previously developed sites to provide pitches and plots where proposals would comply with other policies of this Plan, including Green Belt policies;</u></p> <p><u>-By attaching appropriate planning conditions and obligations to any planning approval granted, including a management agreement, to secure the measures set out in (i) to (vi) (and where applicable (vii)) of this policy, so far as they are relevant to the proposed development.</u></p>				In line with the change to paragraph 1 of the policy as set out above, to future proof the Plan.	The remainder of the new text replaces paragraph the fourth paragraph of text in the policy by clarifying the Council's strategy for meeting remaining needs for Gypsies, Travellers and Travelling Showpeople.	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 as the policy will continue to ensure that the accommodation needs of Gypsy and Traveller and Travelling Showpeople are met. Screening conclusion: no change to the results of the SA
Policy SL22 3 rd para	In exceptional circumstances, 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:	In exceptional circumstances, 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:				<u>Subject to the criteria below,</u> 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 appropriate where all of the following criteria are met:				To ensure clarity for developers, ensure the pitches and plots are retained for their intended purpose and ensure the deliverability of the pitches or plots at an appropriate time within overall site delivery.		
Policy SL22 1 st bullet point	• The exceptional circumstances demonstrating on-site provision is not feasible are proven	• The exceptional circumstances demonstrating on-site provision is not feasible are proven								To ensure clarity for developers, ensure the pitches and plots are retained for their intended purposes and ensure the		

				<p>deliverability of the pitches or plots at an appropriate time within overall site delivery.</p>	
	<p>Policy SL22 criteria list</p>	<p>(i) the site is suitably connected by sustainable and active modes of transport to a settlement with existing health care, retail, and school facilities; (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. The following criterion applies additionally to Travelling Showpeople accommodation only: (v) the site should be suitable for the storage and maintenance of show equipment and associated vehicles without causing harm through conflict with other policies in the Plan. (vi) the site can be suitably connected to clean and foul water utilities;</p>	<p>(i) the site is suitably connected by sustainable and active modes of transport to a settlement with existing health care, retail, and school facilities; (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. <u>(v) the site can be suitably connected to clean and foul water utilities;</u> <u>(vi) all pitches/plots would be able to accommodate the reasonable amenities of the occupiers.</u> The following criterion applies additionally to Travelling Showpeople accommodation only: (vii) <u>In addition to (vi) above</u>, the site should be suitable for the storage and maintenance of show equipment and associated vehicles without causing harm through conflict with other policies in the Plan. (vi) the site can be suitably connected to clean and foul water utilities;</p>	<p>Spacing introduced and minor ordering of criteria to confirm that the suitability of sites to be connected to clean and foul water facilities applies to all traveller pitches and plots and to confirm that amenity considerations would be relevant.</p>	

	Policy SL22 7 th para	Where traveller pitches are required to be provided on sites allocated through this Local Plan, the Council will secure their delivery through the imposition of a planning condition attached to any planning approval granted.	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 a -planning conditions or obligations attached to any planning approval granted. Those obligations will include an appropriate management agreement including measures to secure: <u>- Phasing of site delivery and trigger points to secure early delivery, proportionate to the site delivery;</u> <u>- Measures to ensure the site is secured in perpetuity for Gypsies, Travellers or Travelling Showpeople (in accordance with the relevant definition from the Planning Policy for Traveller Sites, or any replacement guidance) as appropriate</u> <u>- A policy for Allocation (to preserve access for those with local connection);</u> <u>And,</u> <u>-Further to Policy SL20, consideration of delivery of a proportion of the pitches or plots at below market value, as affordable housing, based on evidence of need as set out in the Council's latest GTAA and viability at the time of the application. This consideration applies to both the provision of pitches or plots on site and in cases where provision is proposed off site.</u>	To ensure clarity for developers, ensure the pitches and plots are retained for their intended purpose and ensure the deliverability of the pitches or plots at an appropriate time within overall site delivery.	
	Policy SL22 last para	The loss of authorised pitches and plots for gypsies, travellers and travelling showmen to other uses will be resisted unless it can be demonstrated that there is a surplus supply of traveller pitches and plots for gypsies and travellers in the Borough.	The loss of authorised pitches and plots for gypsies, travellers and travelling showmen showpeople to other uses will be resisted unless it can be demonstrated that there is a surplus supply of traveller pitches and plots for gypsies and travellers in the Borough.	Minor wording change to bring language in line with that used in the Planning Policy for Traveller Sites.	
Policy SL23: Accommodating Older People and Students					
MM41	Para 6.54	The SHMA has identified that, given the growth in the older population and the higher levels of disability and health problems amongst older people, there is likely to be an increased requirement for specialist housing in the Borough over the Plan period. However, this provision should be one of a range of tenures and should not contribute to the development of unbalanced communities.	The SHMA has identified that, given the growth in the older population and the higher levels of disability and health problems amongst older people ¹⁸ , there is likely to be an increased requirement for specialist housing in the Borough over the Plan period. However, t his provision should be one of provide a range of tenures and types of accommodation that support independence, well-being and inclusion for older people and avoid should not contribute to the development of unbalanced communities which can arise when appropriate options are not provided for all sections of the population. Footnote 18 to read: ¹⁸As defined in the NPPF.	To provide clarification as to the definition of older people for the purpose of the Local Plan.	<i>This is not a material change to planning policy. Screening conclusion: no change to the results of the SA.</i>

<p>New para after para 6.54</p>	<p>n/a</p>	<p><u>The Council’s 2018 SHMA shows that the Borough is expected to see a notable increase in the older person population with the total number of people aged 65 and over projected to increase by 4,830 people over the period of the Local Plan. Although many older households will remain in the homes in which they have lived for many years, some may wish to downsize. Furthermore, some older households will require specialist housing or support, or need adaptations to their homes. The increase in the older population may result in an increase in the number of people with dementia (by 480) and an increase of people with mobility problems (by 1049) between 2016 and 2030. The SHMA identifies a need for 37 additional units of specialist housing per year over the plan period and 13 bedspaces per year of residential care housing over this same period. This totals 750 units/bedspaces in total. It should be noted that these need figures could change over the period of the Local Plan as underpinning evidence/population forecasts are updated. The projected increase in the number of Runnymede residents over 65 years has implications in relation to the type of housing available and other considerations such as health and access to services.</u></p>	<p>To provide additional background information.</p>	<p><i>This is not a material change to planning policy. Screening conclusion: no change to the results of the SA.</i></p>
<p>Para 6.56</p>	<p>Some of the allocated sites plan to deliver a range of specialist housing needs for older people, but outside of these sites, Policy SL23 sets out the criteria for assessing proposals for specialist accommodation for older people, including sheltered housing, extra care accommodation, and care homes, including its appropriate location, consistent with NPPF paragraph 50.</p>	<p>Some of the allocated sites¹⁹ 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.</p> <p>Footnote 19 to read: <u>19At Longcross Garden Village and St Peter’s Hospital, and Chertsey Bittams parcel D.</u></p>	<p>To provide clarification in terms of the allocations being referred to in the body of the text and that the care home at Chertsey Bittams parcel D is existing.</p>	<p><i>This is not a material change to planning policy. Screening conclusion: no change to the results of the SA.</i></p>

	Policy SL23 1 st para	Proposals for specialist accommodation for older people, including sheltered housing, care homes and other appropriate forms of accommodation for the elderly and those with particular needs, will be permitted, provided that the development: <ul style="list-style-type: none"> • meets a demonstrable established local community need; • is readily accessible to public transport, shops, local services, community facilities and social networks for residents, carers and their visitors; 	for the elderly and those with particular needs 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 are will be permitted, provided that the development meets a demonstrable established local community need, is readily accessible to public transport, shops, local services, community facilities and social networks for residents, carers and their visitors;	To confirm that the conclusions of the Council's most up to date needs assessment, rather than 'established local community need' will be a relevant consideration when considering applications for the types of accommodation referred to in the policy. Other minor wording changes to improve flow and structure of policy.	<i>This is not a material change to planning policy.</i> Screening conclusion: no change to the results of the SA.
	Para 6.61	Policy SL25 would help deliver this national policy requirement.	Policy SL25 SL23 would help deliver this national policy requirement.	Wrong policy has been referred to.	<i>This is not a material change to planning policy.</i> Screening conclusion: no change to the results of the SA.
Policy SL24: Self & Custom Build Housing					
MM42	Para 6.65	To assist in the delivery of a choice of accommodation, the provision of self and custom housebuilding plots are required to be made available on residential schemes of 20 homes (gross) or more. A figure of 5% of the total dwelling numbers shall be made available for sale as self or custom housebuilding plots whilst there is an identified need on the Council's Self-build and Custom Housebuilding Register. The Council will have regard to the information in its Self & Custom Housebuilding Register when negotiating the mix of plots to come forward as self or custom build and will secure this through S106 or other legal agreements.	To assist in the delivery of a choice of accommodation, 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 provision of self and custom housebuilding plots are required to be made available on residential schemes of 20 homes (gross) or more. A figure of 5% of the total dwelling numbers shall be made available for sale as self or custom housebuilding plots whilst there is an identified need on the Council's Self-build and Custom Housebuilding Register. The Council will have regard to the information in its Self & Custom Housebuilding Register when negotiating the mix of plots to come forward as self or custom build and will secure this through S106 or other legal agreements.	To reflect the reduction in the number of registered parties on the council's self and custom build register.	<i>This is not a material change to planning policy.</i> Screening conclusion: no change to the results of the SA.

	<p>Para 6.66</p>	<p>On strategic development sites, the delivery of a significant proportion of self or custom build plots will be expected in the early stages of development. Where a site has five or more self or custom build dwellings the Council may require these dwellings to be developed in accordance with an agreed design code. Where plots have been available at market value and marketed appropriately for at least 12 months and have not sold, the plot(s) may remain on the open market as self or custom build or be offered to the Council or a Housing Association before being built out by the developer.</p>	<p>On strategic development schemes of 50 or more homes where self-build and/or custom build homes are proposed sites, the delivery of a significant proportion of any self or custom build plots will be expected in the early stages of development. Where a site has five or more self or custom build dwellings, the Council may require these dwellings to be developed in accordance with an agreed design code. Where plots have been available at market value and marketed appropriately for at least 12 months and have not sold, the plot(s) may remain on the open market as self or custom build or be offered to the Council or a Housing Association before being built out by the developer.</p>	<p>To reflect the reduction in the number of registered parties on the councils self and custom build register and for clarity.</p>	<p><i>This is not a material change to planning policy.</i> Screening conclusion: no change to the results of the SA.</p>
	<p>Policy SL24</p>	<p>To support prospective self & custom builders, development proposals of 20 or more (net) additional dwellings, including sites allocated in this Plan, will be expected to make available at least 5% of dwelling plots for sale to self or custom builders. Where an applicant considers that it is not feasible or viable to meet the 5% requirement the Council will expect this to be demonstrated with robust evidence and may negotiate a proportion which is achievable.</p> <p>The Council will negotiate the mix of self and custom build plots to be made available as informed by the Council’s Self Build and Custom Housebuilding Register.</p> <p>Where a plot has been made available and marketed appropriately for at least 12 months but has not sold, the plot may either remain on the open market for self or custom build or be offered to the Council or a Registered Provider before being built out by the developer for market housing.</p>	<p>To support prospective self & custom builders, development proposals of 20 or more (net) additional dwellings, including sites allocated in this Plan, will be expected to make available at least 5% of dwelling plots for sale to self or custom builders. Where an applicant considers that it is not feasible or viable to meet the 5% requirement the Council will expect this to be demonstrated with robust evidence and may negotiate a proportion which is achievable.</p> <p>The Council will negotiate the mix of self and custom build plots to be made available as informed by the Council’s Self Build and Custom Housebuilding Register.</p> <p><u>Proposals for custom and self-build housing in the Borough are encouraged and will be approved in suitable, sustainable locations.</u></p> <p><u>The Council will particularly encourage the development of self-build homes on appropriately sized, serviced sites in the first instance or on appropriately sized sites that are capable of being serviced.</u></p> <p><u>Large development schemes of 50 or more homes will be expected to demonstrate that consideration has been given to custom and self-build plots as part of housing mix with a serviced plot(s) being provided where there is an identified need and it is viable and feasible to do so.</u></p> <p><u>On sites where self and custom build plots are to be provided,</u> the Council will negotiate the mix of self and custom build plots to be made available as informed by the Council’s Self Build and Custom Housebuilding Register.</p> <p>Where a plot has been made available and marketed appropriately for at least 12 months but has not sold, the plot may either remain on the open market for self or custom build or be offered to the Council or a Registered Provider before being built out by the developer for market housing.</p>	<p>To reflect the reduction in the number of registered parties on the councils self and custom build register.</p>	<p><i>This is not a material change to planning policy.</i> Screening conclusion: no change to the results of the SA.</p>

	Para 6.67	Paragraph 50 of the NPPF states that to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities, LPAs should (amongst other things), plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community (such as, but not limited to, families with children, older people, people with disabilities, service families and people wishing to build their own homes). Policy SL26 would help deliver this national policy requirement.	Paragraph 50 of the NPPF states that to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities, LPAs should (amongst other things), plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community (such as, but not limited to, families with children, older people, people with disabilities, service families and people wishing to build their own homes). Policy SL26 SL24 would help deliver this national policy requirement.	Wrong policy has been referred to.	<i>This is not a material change to planning policy.</i> Screening conclusion: no change to the results of the SA.
Policy SL26: Existing Open Space					
MM43	Para 6.76	The OSS 2016 has identified the supply and quality of open space across the Borough, including type and location. Policy SL27 has been written in line with the findings and recommendations from the OSS.	The OSS 2016 has identified the supply and quality of open space across the Borough, including type and location. Policy SL27 SL25 has been written in line with the findings and recommendations from the OSS.	Wrong policy has been referred to.	<i>This is not a material change to planning policy.</i> Screening conclusion: no change to the results of the SA.
Policy EE1: Townscape and Landscape Quality					
MM44	Para 7.3	Runnymede's Urban Character Appraisal (2009) and the Surrey Landscape Character Assessment (2015) set out the general characteristics of Runnymede's townscape/landscape and how development can be sympathetic to and/or mitigate its impact. The Urban Character Appraisal and Landscape Character Assessment will be used in the preparation of a general or specific design SPD, which may include elements of design coding to inform how development should consider design elements.	Runnymede's Urban Character Appraisal (2009) and the Surrey Landscape Character Assessment (2015) set out the general characteristics of Runnymede's townscape/landscape and how development can be sympathetic to and/or mitigate its impact. The Urban Character Appraisal and Landscape Character Assessment will be used in the preparation of a general or specific design SPD, which may include elements of design coding to inform how development should consider design elements. The Council are 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.	To update the background text regarding the Design SPD.	<i>This is not a material change to planning policy.</i> Screening conclusion: no change to the results of the SA.
	New para after para 7.3	n/a	<u>In considering proposals, including at pre-application stage, the Council is committed to making use of Design Review Panels as appropriate to ensure design quality is achieved. The Council's pre-application charging schedule and Design SPD will set out when a Design Review Panel will be appropriate. The Council also strongly encourages applicants of major developments to carry out early engagement with the local community.</u>	To align more closely with paragraphs 91 and 125-129 of the NPPF 2019 and ensure some criteria of the Policy are not too prescriptive where this can be left to other planning documents or neighbourhood plans.	<i>This is not a material change to planning policy.</i> Screening conclusion: no change to the results of the SA.

<p>Policy EE1</p>	<p>Whether within the Borough’s urban areas or Green Belt, development proposals will be expected to achieve high quality design while making efficient use of land, taking account of their impact at the earliest opportunity. Development proposals will be supported if they:</p> <ul style="list-style-type: none"> • Create attractive and resilient places which make a positive contribution to the Borough’s townscape and/or landscape quality by respecting and enhancing the local, natural & historic character of the environment; • Reinforce locally distinctive patterns of development by paying particular regard to scale, layout, building lines, materials, massing, bulk, density, height and topography; • Contribute to and enhance the quality of the public realm and/or landscape character through high quality hard and soft landscaping schemes ; • Ensure no adverse impact on the amenities of occupiers of the development proposed or to neighbouring property or uses; • Provide an appropriate standard of private amenity space; • Ensure maximum opportunities for natural surveillance and other measures to design out crime and disorder; • Deliver layouts which offer safe, attractive, legible and permeable routes which are suitable for all users, linking people with places through a choice of active and sustainable travel choices delivered to best practice standards; • Avoid the loss of trees and other vegetation worthy of retention and supplemented with additional high quality planting, or where retention is not feasible or desirable provide for high quality replacement planting; <p>Have regard to relevant design codes or guidance set out in general or specific design Supplementary Planning Document, and through a Design & Access Statement demonstrating how design principles will be delivered. Development proposals will be expected to show the options considered through the early design process and reasons for rejected options and the preferred design.</p>	<p>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. taking account of their impact at the earliest opportunity. Development proposals will be supported if they: of their impact In particular, development proposals will be supported where if they:</p> <ul style="list-style-type: none"> • Create attractive and resilient places which make a positive contribution to the Borough’s townscape, public realm and/or landscape quality by respecting and enhancing the local, natural & historic character of the environment 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 & accessible connections between people and places for pedestrian & cycling movement and access to public transport, local facilities, green and blue infrastructure; • Reinforce locally distinctive patterns of development by paying particular regard to scale, layout, building lines, materials, massing, bulk, density, height and topography; • Contribute to and enhance the quality of the public realm and/or landscape character 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; • Provide an appropriate standard of private amenity space; • Ensure maximum opportunities for natural surveillance and other measures to design out crime and disorder; • Deliver layouts which offer safe, attractive, legible and permeable routes which are suitable for all users, linking people with places through a choice of active and sustainable travel choices delivered to best practice standards; • Avoid the loss of trees and other vegetation worthy of retention and supplemented with additional high quality planting, or where retention is not feasible or desirable provide for high quality replacement planting; • Have regard to relevant design codes or guidance set out in general or specific design Supplementary Planning Document, and through a Design & Access Statement demonstrating how design principles will be delivered. Development proposals will be expected to show the options considered through the early design process and reasons for rejected options and the preferred design. <p>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</p>	<p>To align more closely with paragraphs 91 and 125-129 of the NPPF 2019 and ensure some criteria of the Policy are not too prescriptive where this can be left to other planning documents or neighbourhood plans.</p>	<p><i>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 as the policy will continue to have a positive effect on landscape and townscape character. Screening conclusion: no change to the results of the SA</i></p>
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			<u>process and how these have evolved into the preferred design.</u>		
Policy EE2: Environmental Protection					
MM45	Para 7.9	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.	Pollution can lead to adverse impacts on the natural environment and the health and well-being of individuals and communities. Pollution effects can come from a number of sources and affect receptors including air, soil and water and through noise, vibration, radiation, dust and particulate matter, odour and light. Development proposals should aim to ensure that any emissions from sources or impacts on receptors can either be fully mitigated or reduced to acceptable levels. <u>Existing businesses and community facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established.</u>	For consistency with paragraph 182 of the 2019 NPPF.	<i>This is not a material change to planning policy. Screening conclusion: no change to the results of the SA.</i>
	Policy EE2 new 1 st para	n/a	<u>Any report or assessment required by this policy will be expected to be written in line with best practice guidance or advice.</u>	For clarity.	<i>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 as the policy will continue to have a positive effect on public amenity. Screening conclusion: no change to the results of the SA</i>
	Policy EE2 para 11	Development proposals should be integrated effectively with existing businesses and community facilities and ensure that where an existing business or community facility has an effect that could be deemed a statutory nuisance as a result of the proposed development, the applicant will be required to secure suitable mitigation prior to completion of that development or a phase of that development.	Development proposals should be integrated effectively with existing businesses and community facilities and ensure that where an existing business or community facility has an effect that could be deemed a statutory nuisance as a result of the proposed development, <u>or where its operation could have a significant adverse effect on the proposed development (including changes of use)</u> , the applicant will be required to <u>demonstrate at application stage that effective mitigation can be secured and implemented</u> suitable mitigation prior to completion of that development or a phase of that development.	For consistency with paragraph 182 of the 2019 NPPF.	
	Policy EE2 para 13	Any report or assessment required by this policy will be expected to be written in line with best practice guidance or advice.	Any report or assessment required by this policy will be expected to be written in line with best practice guidance or advice.	For brevity as this is noted earlier in the policy.	
Policy EE9: Biodiversity, Geodiversity and Nature Conservation					

MM46	Policy EE9 3 rd and 4 th para	<p>Development proposals that affect sites with the highest protection, as set out in the Habitats Regulations, will not usually be permitted unless it can be demonstrated that the impact of proposals would not be likely to have a significant effect on these sites either alone or in combination with other plans or projects. In exceptional circumstances where a plan or project is being considered for approval, the sequential test as set out in the (Habitats) Regulations would need to first be passed and accompanied by a full appropriate assessment.</p> <p>For development proposals that affect nationally protected sites, very special circumstances would be required to demonstrate that the benefits of the development proposal clearly outweigh the loss of the site. In instances where applications for development on or adjacent to sites that are not legally protected but are identified as important come forward, applicants will be expected to follow the hierarchy of mitigation so that biodiversity/geodiversity damage from development should first be avoided, then mitigated on-site and finally, as a last resort and where acceptable, offset.</p>	<p>Development proposals that affect sites with the highest protection, as set out in the Habitats Regulations, will not usually be permitted unless it can be demonstrated that the impact of proposals would not be likely to have a significant effect on these sites either alone or in combination with other plans or projects. In exceptional circumstances where a plan or project is being considered for approval, the sequential test as set out in the (Habitats) Regulations would need to first be passed and accompanied by a full appropriate assessment.</p> <p><u>Development proposals not directly related to the management of Ramsar, SPA, SAC as well as SSSI units forming part of these designations will not be permitted unless it can be demonstrated that the impact of proposals, either alone or in combination, will not result in likely significant adverse effects. If significant adverse effects remain even with the implementation of suitable avoidance and/or mitigation, development proposals will need to demonstrate that alternatives to the proposal have been fully explored and that Imperative Reasons of Overriding Public Interest (IROPI) exist. In these exceptional circumstances the Council will only permit development where suitable compensatory measures can be implemented.</u></p> <p>For development proposals that affect nationally, regional or locally protected sites not forming part of a Ramsar, SPA or SAC, permission will only be granted very special circumstances would be required to where it can be demonstrated that the benefits of the development proposal clearly outweigh the loss harm to of the site. In instances where applications for development on or adjacent to sites that are not legally protected but are identified as important come forward, applicants will be expected and has to follow ed the hierarchy of mitigation so that biodiversity/geodiversity damage from development should first be avoided, then mitigated on-site and finally, as a last resort and where acceptable, offset.</p>	To clarify the Council's approach to the hierarchy of designated sites and how development proposals which affect these will be considered in light of the designated site's status in the hierarchy.	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 as the policy will continue to have a positive effect on biodiversity, habitats and species. Screening conclusion: no change to the results of the SA
	Para 7.71	It should be noted that the Council is committed to resurveying its SNCIs during the first five years of the Local Plan.	It should be noted that the Council is committed to resurveying its SNCIs during the first five years of the Local Plan. <u>Any SNCIs identified through a resurvey will be considered in the same way as existing SNCIs.</u>	To ensure any new SNCIs identified are considered in the same way as existing designations.	This is not a material change to planning policy. Screening conclusion: no change to the results of the SA.
Policy EE10: Thames Basin Heaths Special Protection Area					
MM47	New para after 7.81	n/a	<u>This approach sets out that SANG of certain size will generally have a particular catchment. As a guide, SANG of 2-12ha will have a catchment of 2km; SANG of 12-20ha will have a catchment of 4km; SANG of 20ha or more will have a catchment of 5km.</u>		This is not a material change to planning policy. Screening conclusion: no change to the results of the SA.

	Para 7.82	This approach also requires developers of housing schemes to provide, or make a financial contribution towards, SANG and SANG enhancement in the Borough. With the cap on the pooling of Section 106 contributions introduced by the CIL Regulations (2015) and enacted from April 2016, the Council is required to demonstrate that there is an appropriate mitigation strategy in place. The Council does not currently operate CIL and therefore has introduced a new approach to funding SANG. In addition to larger sites retaining an option to provide a bespoke SANG solution, there is a further option for developers to enter into a land transaction with the Council, for an appropriate financial sum to obtain a consent to utilise part of one of the Council's strategic SANG in mitigation.	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. With the cap on the pooling of Section 106 contributions introduced by the CIL Regulations (2015) and enacted from April 2016, the Council is required to demonstrate that there is an appropriate mitigation strategy in place. The Council does not currently operate CIL and therefore has introduced a new approach to funding SANG. In addition to larger sites retaining an option to provide a bespoke SANG solution, there is a further option for developers to enter into a land transaction with the Council, for an appropriate financial sum to obtain a consent to utilise part of one of the Council's strategic SANG in mitigation.		<i>This is not a material change to planning policy. Screening conclusion: no change to the results of the SA.</i>
	Policy EE10 3 rd bullet point	<ul style="list-style-type: none"> Contribute towards enhancing the strategic Suitable Alternative Natural Green Space provision that is made in the Council's Special Protection Area Interim Guidance or any subsequent update of it through the existing licensing scheme or any future agreed mechanism; and 	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		<i>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 as the policy will continue to have a positive effect on biodiversity, habitats and species. Screening conclusion: no change to the results of the SA</i>
Policy EE11: Green Infrastructure					
MM48	Para 7.89	BOAs are key areas where priority habitat can be created, improved or restored, and are identified as being most effective in the recovery of priority species in a fragmented landscape. Priority habitats and species identified for Runnymede can be found in appendix C.	BOAs are key areas where priority habitat can be created, improved or restored, and are identified as being most effective in the recovery of priority species in a fragmented landscape. Priority habitats and species identified for Runnymede can be found in appendix C. 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/.	To provide information to users of the policy as to possible offsite projects that an offsite financial contribution could be put towards.	<i>This is not a material change to planning policy. Screening conclusion: no change to the results of the SA.</i>
Policy EE13: Managing Flood Risk					
MM49	Para 7.103	Part of the RTS will involve the construction of a flood channel, built in 3 sections. The second section of this channel which runs from Egham Hythe to Chertsey will be located in Runnymede Borough. It is anticipated that the channel will be constructed during the Plan period and as such, in order to support this strategic flood	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	To expand on the ongoing consultation that has, and will continue, to occur as part of the RTS.	<i>This is not a material change to planning policy. Screening conclusion: no change to the results of the SA.</i>

		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.	Borough, the Local Plan seeks to safeguard the route of the proposed flood channel that would be located in Runnymede. <u>The Environment Agency has engaged with landowners affected by the proposed RTS and will continue to engage and consult with landowners as planning applications are prepared.</u>		
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 (<u>and associated enabling works</u>), including the proposed <u>emerging flood relief measures and</u> channel through Runnymede as part of the wider River Thames Scheme. The <u>land which may be required for the River Thames Scheme</u> proposed route of the channel and the land adjacent to it, as shown on the Policies Map will be <u>is</u> 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.</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>This is not a material change to planning policy. Screening conclusion: no change to the results of the SA.</i>
Policy EE14: Extensions and Alterations to and Replacement of Buildings in the Green Belt					
MM50	Para 7.110	The addition of a basement to a property is often seen as a way of adding additional footprint without impacting on the openness of the Green Belt. However, a basement is still an addition to the size of the original or existing building, and as such may result in disproportionality or a materially larger replacement, and therefore be contrary to Green Belt policy, causing harm to the Green Belt.	The addition of a basement to a property is often seen as a way of adding additional footprint <u>floorpace</u> without impacting on the openness of the Green Belt. However, a basement is still an addition to the size of the original or existing building, and as such may result in disproportionality or a materially larger replacement, and therefore be contrary to Green Belt policy, causing harm to the Green Belt.	For clarity and accuracy.	<i>This is not a material change to planning policy. Screening conclusion: no change to the results of the SA</i>
	Policy EE14	The National Planning Policy Framework states that the construction of new buildings is inappropriate development in the Green Belt. Exceptions to this are: a) Proportionate extensions and/or alterations to existing residential and non-residential buildings taking into account the potential impact on the openness and the purposes of including the land in Green Belt. b) The replacement of a building provided the new building is in the same use and is not materially larger than the building it replaces nor cause significant harm to the openness and/or character of the Green Belt. When assessing a proposal with regard to harm to openness and whether it constitutes inappropriate development, the following considerations will be taken into account:	The National Planning Policy Framework states that the construction of new buildings is inappropriate development in the Green Belt. Exceptions to this are: a) The extension Proportionate extensions and/or alteration of a building is not inappropriate development provided that it does not result in disproportionate additions over and above the size of the original building. b) The replacement of a building provided the new building is in the same use and is not materially larger than the building it replaces nor cause significant harm to the openness and/or character of the Green Belt. In all cases, development proposals should maintain openness of the Green Belt and not conflict with the purposes of including the land in the Green Belt. In addition, new development should not materially increase the prominence of the development at the site. When assessing a proposal with regard to harm to openness and whether it constitutes b) The replacement of a building <u>is not inappropriate development</u> provided the new building is in the same use and is not materially larger than the building it replaces nor cause significant harm to the openness and/or character of the Green Belt. <u>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.</u> When assessing a	For clarity and to align more closely with NPPF 2019.	<i>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 as the policy will continue to have a positive effect on open space and landscape character. Screening conclusion: no change to the results of the SA</i>

		<ul style="list-style-type: none"> • The planning history of the site (post 1st July 1948) including any previous extensions or enlargements including previous works carried out under permitted development; • The current use of the existing building(s); • The use of the proposed building(s)/extension; • Floorspace including mezzanine levels, space under roofs and covered balconies; • Alterations to footprint which may increase the spread and site coverage and reduce distances to boundaries or materially increase the prominence of the building; • Changes in mass, bulk and height of buildings including roof form changes and features, and any raising off ground to provide voids/flood mitigation; • Scale of buildings including from different aspects within and outside the site; • Inclusion of features which may impact on openness including basements and sunken areas, light wells, changes to ground levels including any exposed parts of buildings and ramps; <p>Other ancillary aspects of a development proposal such as garages and other outbuildings, walls and gates, areas of hardstanding and their use and external storage will be considered additionally in respect of the built envelope, function and linkages to the main dwelling. These may cumulatively have an unacceptable impact on the openness of the Green Belt.</p>	<p>inappropriate development, the following considerations will be taken into account:</p> <ul style="list-style-type: none"> • The planning history of the site (post 1st July 1948) including any previous extensions or enlargements including previous works carried out under permitted development; • The current lawful use of the existing building(s); • The use of the proposed building(s)/extension; • Existing and proposed floorspace including mezzanine levels, space under roofs and covered balconies; • Alterations to Existing and proposed built footprint which may increase the spread and site coverage and reduce distances to boundaries or materially increase the prominence of the building; • Changes in mass, bulk and height of buildings including roof form changes and features, and any raising off ground to provide voids/flood mitigation; • Scale of buildings including from different aspects within and outside the site; • Inclusion of features which may impact on openness including basements and sunken areas, light wells, changes to ground levels including any exposed parts of buildings and ramps; • Other ancillary aspects of a development proposal such as garages and other outbuildings, walls and gates, areas of hardstanding and their use and external storage will be considered additionally in respect of the built envelope, function and linkages to the main dwelling. These may cumulatively have an unacceptable impact on the openness of the Green Belt. 		
Policy EE15: Re-use of Buildings in Green Belt					
MM51	Policy EE15 1 st para	The re-use of buildings in the Green Belt is not inappropriate provided the buildings are lawful and of permanent and substantial construction, the proposal preserves the openness of the Green Belt and does not conflict with the Green Belt purposes. When assessing proposals for re-use, the following factors will be taken into account:	The re-use of buildings in the Green Belt may is not be inappropriate provided the buildings are lawful and of permanent and substantial construction, the proposal preserves the openness of the Green Belt and does not conflict with the Green Belt purposes. When assessing proposals for re-use, the following factors considerations will be taken into account:	For clarity.	<i>This is not a material change to planning policy. Screening conclusion: no change to the results of the SA</i>
Policy EE16: Outdoor Sport and Recreation in the Green Belt					

MM52	Policy EE16	<p>In accordance with the National Planning Policy Framework, the provision of facilities for outdoor sport, outdoor recreation and for cemeteries may not be inappropriate in the Green Belt provided such provision preserves the openness of the Green Belt and does not conflict with the purposes of including land within it. When assessing proposals, the following factors will be taken into account:</p> <ul style="list-style-type: none"> the proposed building must be shown to be required and related to the lawful use of the land; proposals for stables/tack rooms must demonstrate the amount of development proposed is reasonably related to its intended use and the amount of pasture land available; <p>proposals for maneges/all weather riding facilities will be expected to demonstrate the minimum required hard standing necessary for the facility.</p>	<p>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 factors considerations will be taken into account:</p> <ul style="list-style-type: none"> the proposed building must be shown to be required and related to the lawful use of the land; proposals for stables/tack rooms must demonstrate the amount of development proposed is reasonably related to its intended use and the amount of pasture land available use of the land; proposals for maneges/all weather riding facilities will be expected to demonstrate the minimum required hard standing necessary for the facility, if this hardstanding is required. 	For clarity and to align more closely with NPPF 2019.	<p><i>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 as the policy will continue to have a positive effect on open space and landscape character. Screening conclusion: no change to the results of the SA</i></p>
Policy EE18: Engineering Operations in the Green Belt					
MM53	Policy EE18	<p>Proposals for engineering operations including laying of roads and hardstanding, material changes in land levels and formation of bunds are considered inappropriate development unless the applicant has demonstrated that the operations preserve the openness of the Green Belt at the site and its vicinity, and do not conflict with the purposes of the Green Belt relevant to the proposal. The extent and visual impact of the changes in land levels will be taken into account in assessing such proposals, as will the purpose and intent of future use of the hardstanding in order to ensure the visual effects are not harmful.</p>	<p>Proposals for engineering operations including laying of roads and hardstanding, material changes in land levels and formation of bunds are considered inappropriate development unless the applicant has demonstrated that the operations preserve the openness of the Green Belt at the site and its vicinity, and do not conflict with the purposes of the Green Belt relevant to the proposal. The extent and visual impact of the changes in land levels will be taken into account in assessing such proposals, as will the purpose and intent of future use of the hardstanding in order to ensure the visual effects are not harmful.</p>	For clarity and precision.	<p><i>This is not a material change to planning policy. Screening conclusion: no change to the results of the SA</i></p>
Policy EE19: Change of Use of Land in the Green Belt					
MM54	Policy EE19	<p>Proposals for changes of use of land may not be inappropriate development per se but the change of use should have no greater impact on the openness of the Green Belt and the purpose of including land within it than the existing use. Furthermore, proposals for independent residential occupation of land associated with husbandry of land or livestock are considered to be inappropriate development and harmful to the Green Belt in principle.</p>	<p>Proposals for changes of use of land may not be inappropriate development per se but the change of use should have no greater impact on the openness of the Green Belt and the purpose of including land within it than the existing use. Furthermore, proposals for independent residential occupation use of land associated with husbandry of land or livestock are considered to be inappropriate development and harmful to the Green Belt in principle, including residential use associated with husbandry of land or livestock.</p>	For precision and clarity.	<p><i>This is not a material change to planning policy. Screening conclusion: no change to the results of the SA</i></p>

Policy IE1: Employment allocations					
MM55	Policy IE1 Inset Map	See Appendix 3 with this summary document which shows the difference between the existing and amended inset map at this site.		Small area of site removed from allocation in line with request from sites promoter.	<p><i>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 even with the small change to the site boundary.</i></p> <p>Screening conclusion: no change to the results of the SA</p>
	Policy IE1 1 st para	This site of 7.9ha will deliver a high quality employment development that will:	This site of 7.9 7.7 ha will deliver a high quality employment development that will:	To reflect amended site area.	
	Policy IE1 criteria a) and c)	<p>a) Provide a minimum of 20,000 net additional sqm of B1c/B8 floorspace;</p> <p>c) Within the 20,000 net additional sq.m a limited (up to a maximum 10%) amount of B2 floorspace may be considered acceptable where it would not have a negative impact on neighbouring residential amenity;</p>	<p>a) Provide a minimum in the region of 20,000 net additional sqm of B1c/B8 floorspace</p> <p>c) Within the 20,000 net additional sq.m total employment floorspace to be provided at the site, a limited (up to a maximum 10%) amount of B2 floorspace may be considered acceptable where it would not have a negative impact on neighbouring residential amenity;</p>	To ensure sufficient flexibility to accommodate the various constraints which exist on the site including flood risk.	
	Policy IE1 2 nd para	It should be noted that the site is adjacent to the River Wey Navigation and its associated Biodiversity Opportunity Area (BOA) R04 (River Wey & tributaries) and SNCI. Boundary sensitivities must therefore be respected in the design of any scheme, which should include appropriately designed green infrastructure to protect and buffer the canal to help to deliver against BOA objective R04/O3 (Targets T3b,T3c & T3e).	It should be noted that the site is adjacent to the River Wey Navigation and its associated Biodiversity Opportunity Area (BOA) R04 (River Wey & tributaries) and SNCI, as well as including deciduous woodland priority habitat on the northern part of the site . Boundary sensitivities must therefore be respected in the design of any scheme, which should include appropriately designed green infrastructure to protect and buffer the canal to help to deliver against BOA objective R04/O3 (Targets T3b,T3c & T3e).	To include reference to the priority habitat on part of the site.	
Policy IE3: Catering for modern business needs					
MM56	Policy IE1 5 th bullet point	<ul style="list-style-type: none"> Support small scale rural offices or other small scale rural employment development, through conversion of existing buildings or redevelopment of existing buildings to provide well-designed new buildings, provided they accord with the Council's Green Belt policies. 	Support small scale rural offices or other small scale rural employment development, through conversion or redevelopment of existing buildings to provide well-designed new buildings business premises , provided they accord with the Council's Green Belt policies.	In order to provide clarification on the policy intention.	<p><i>This is not a material change to planning policy.</i></p> <p>Screening conclusion: no change to the results of the SA</p>
Policy IE4: The Visitor Economy					
MM57	Policy IE4 para ii)	ii) The loss of existing tourist and leisure attractions, including arts, cultural and entertainment facilities and hotels will be strongly resisted unless replacement facilities of an of provision are proposed in a location equally accessible to the facility's current catchment area. Alternatively, robust evidence must be provided to demonstrate that:	ii) The loss of existing tourist and leisure attractions, including arts, cultural and entertainment facilities and hotels will be strongly resisted unless replacement facilities of an of provision are proposed in a location equally accessible to the facility's current catchment area. Alternatively, robust evidence must be provided to demonstrate that:	To remove superfluous words.	<p><i>This is not a material change to planning policy.</i></p> <p>Screening conclusion: no change to the results of the SA</p>
Policy IE6: Town Centre Development					

MM58	Policy IE6 3 rd para	Development proposals for use classes A2 to A5 and other town centre uses within the secondary shopping frontages, will only be permitted where a minimum of 30% of the total units are retained in A1 use. Residential uses will only be permitted on the ground floor within the Secondary Shopping Frontages in exceptional circumstances, where the use would not harm the vitality or viability of the centre.	Development proposals for use classes A2 to A5 and other town centre uses within the secondary shopping frontages, will only be permitted where a minimum of 30% of the total units are retained in A1 use. Residential uses will only be permitted on the ground floor within the Secondary Shopping Frontages in exceptional circumstances , where the use would not harm the vitality or viability of the centre.	To ensure, in relation to residential uses within secondary frontages, the vitality and viability of the Boroughs town centres is maintained whilst allowing for flexibility for other uses on secondary areas.	<i>This is not a material change to planning policy.</i> Screening conclusion: no change to the results of the SA						
	Table 3	Table 3: Forecast retail growth in the Borough's town centres over the Local Plan period.	Table 3-5 5 : Forecast retail growth in the Borough's town centres over the Local Plan period (net m²).	To reflect the new table number given the addition of tables earlier in the plan and to clarify the units of the numbers in the table.	<i>This is not a material change to planning policy.</i> Screening conclusion: no change to the results of the SA						
Policy IE10: Egham Gateway West allocation											
MM59	Policy IE10 final para	*Student accommodation will be supported as part of residential development on this site. Where an application proposes student accommodation a proportionate reduction in general needs C3 residential units would be provided.	*Student accommodation will be supported as part of residential development on this site. Where an application proposes student accommodation a proportionate reduction in general needs C3 residential units would be provided. <u>If student accommodation is not proposed the higher figure of 120 residential units is to be applied as a minimum.</u>	To provide clarification about the site requirements.	<i>This is not a material change to planning policy.</i> Screening conclusion: no change to the results of the SA						
*new policy * Policy IE11: Strodes College Lane allocation											
MM60	After policy IE10	n/a	<table border="1"> <tr> <td>Site ref and name</td> <td></td> </tr> <tr> <td>Timing</td> <td>2021-2023</td> </tr> <tr> <td>Development requirements</td> <td> <p><u>This 0.2ha site is located in Egham Town Centre. It is expected that the site will deliver development over the Plan period to include:</u></p> <p><u>a) a minimum of 100* units of student accommodation</u></p> <p><u>b) A use class* development at ground floor level development for Class A use * at ground floor level</u></p> <p><u>*Planning permission has been granted in February 2019 at the site, which accords with the level of development proposed through this allocation policy.</u></p> </td> </tr> </table>	Site ref and name		Timing	2021-2023	Development requirements	<p><u>This 0.2ha site is located in Egham Town Centre. It is expected that the site will deliver development over the Plan period to include:</u></p> <p><u>a) a minimum of 100* units of student accommodation</u></p> <p><u>b) A use class* development at ground floor level development for Class A use * at ground floor level</u></p> <p><u>*Planning permission has been granted in February 2019 at the site, which accords with the level of development proposed through this allocation policy.</u></p>	Site has been granted planning permission, so no longer considered an opportunity area.	<i>The modification could potentially cause changes to the results of the SA. A new site assessment table has been provided in Annex A. Screening conclusion: Potential change to the results of the SA which requires re-assessment / reporting.</i>
Site ref and name											
Timing	2021-2023										
Development requirements	<p><u>This 0.2ha site is located in Egham Town Centre. It is expected that the site will deliver development over the Plan period to include:</u></p> <p><u>a) a minimum of 100* units of student accommodation</u></p> <p><u>b) A use class* development at ground floor level development for Class A use * at ground floor level</u></p> <p><u>*Planning permission has been granted in February 2019 at the site, which accords with the level of development proposed through this allocation policy.</u></p>										

				<p><u>Residential development would also be supported at the site in the form of a flatted scheme. It is considered that the site could accommodate at least 40 residential units.</u></p> <p><u>In the design of any scheme, special regard will need to be paid to the designated and non-designated heritage assets in close proximity to, and within the site.</u></p>										
Section 8 (improving our economy)	The inset maps for the Opportunity Areas following IE11 will be changed to reflect the new policies numbers given the proposed introduction of IE11.				To account for inclusion of new policy.									
Para 8.57 – 8.58	<p>Justification for inclusion of policies IE7 to IE10</p> <p>8.57 The NPPF advises that Local Plans should allocate a range of suitable sites to meet the scale and type of: retail, leisure, commercial, office, tourism, cultural, community and residential development needed in town centres, with identified needs being met in full (please note that leisure uses including A3-A5 uses and community and cultural uses are discussed in more detail in policy IE4: visitor economy and in other chapters in this Local Plan including: the Recreation, Green Space and Leisure chapter and Transport and Infrastructure chapter).</p> <p>8.58 Policies IE7 to IE10 seek to comply with Local Plan objectives 4 and 14.</p>	<p>Justification for inclusion of policies IE7 to IE10 IE11</p> <p>8.57 The NPPF advises that Local Plans should allocate a range of suitable sites to meet the scale and type of: retail, leisure, commercial, office, tourism, cultural, community and residential development needed in town centres, with identified needs being met in full (please note that leisure uses including A3-A5 uses and community and cultural uses are discussed in more detail in policy IE4: visitor economy and in other chapters in this Local Plan including: the Recreation, Green Space and Leisure chapter and Transport and Infrastructure chapter).</p> <p>8.58 Policies IE7 to IE10 IE11 seek to comply with Local Plan objectives 4 and 14.</p>			To account for inclusion of new policy.	<p><i>This is not a material change to planning policy.</i></p> <p>Screening conclusion: no change to the results of the SA</p>								
Section 8 (improving our economy) pg. 168	<p>Strodes College Lane Opportunity Area, Egham</p> <table border="1"> <tr> <td>Timing</td> <td>2019</td> </tr> <tr> <td>Development opportunity</td> <td>This 0.2ha site is located in Egham Town Centre and over the period of the Local Plan is considered to present an opportunity for redevelopment. The</td> </tr> </table>	Timing	2019	Development opportunity	This 0.2ha site is located in Egham Town Centre and over the period of the Local Plan is considered to present an opportunity for redevelopment. The	<p>Strodes College Lane Opportunity Area, Egham</p> <table border="1"> <tr> <td>Timing</td> <td>2019</td> </tr> <tr> <td>Development opportunity</td> <td>This 0.2ha site is located in Egham Town Centre and over the period of the Local Plan is considered to present an opportunity for redevelopment. The site has previously benefitted from planning consent for a mixed use development which includes 14 residential units (under RU.13/0325). Whilst this consent has</td> </tr> </table>		Timing	2019	Development opportunity	This 0.2ha site is located in Egham Town Centre and over the period of the Local Plan is considered to present an opportunity for redevelopment. The site has previously benefitted from planning consent for a mixed use development which includes 14 residential units (under RU.13/0325). Whilst this consent has		Site has been granted planning permission, so no longer considered an opportunity area.	<p><i>The modification could potentially cause changes to the results of the SA. The assessment table for IEE12 has been amended for completeness (the reference to Strodes College Lane Opportunity Area has been removed) and included in Annex A.</i></p>
Timing	2019													
Development opportunity	This 0.2ha site is located in Egham Town Centre and over the period of the Local Plan is considered to present an opportunity for redevelopment. The													
Timing	2019													
Development opportunity	This 0.2ha site is located in Egham Town Centre and over the period of the Local Plan is considered to present an opportunity for redevelopment. The site has previously benefitted from planning consent for a mixed use development which includes 14 residential units (under RU.13/0325). Whilst this consent has													

		<p>site has previously benefitted from planning consent for a mixed use development which includes 14 residential units (under RU.13/0325). Whilst this consent has now expired, it is considered that this site remains an opportunity area for this type of development.</p> <p>In the design of any scheme, special regard will need to be paid to the designated and non-designated heritage assets in close proximity to, and within the site.</p> <p>This site is within the Total Catchment for the Source Protection Zone (SPZ3) for the potable abstraction at Chertsey. There is the potential for mobilisation of contaminants during development to impact on the Principal Aquifer, in particular as the site was formerly a Dry Cleaners. This should be considered in the design of any development proposal at the site.</p>	<p>now expired, it is considered that this site remains an opportunity area for this type of development.</p> <p>In the design of any scheme, special regard will need to be paid to the designated and non-designated heritage assets in close proximity to, and within the site.</p> <p>This site is within the Total Catchment for the Source Protection Zone (SPZ3) for the potable abstraction at Chertsey. There is the potential for mobilisation of contaminants during development to impact on the Principal Aquifer, in particular as the site was formerly a Dry Cleaners. This should be considered in the design of any development proposal at the site.</p>		<p>Screening conclusion: Potential change to the results of the SA which requires re-assessment / reporting.</p>
Para 8.60	Policy IE11 seeks to comply with Local Plan objectives 4 and 14.	Policy IE11 IE12 seeks to comply with Local Plan objectives 4 and 14.		To account for inclusion of new policy.	
Para 8.62	The local centres identified in Policy IE11: Local Centres exclude small parades of shops of purely neighbourhood significance. The Council’s strategy is to ensure that local centres continue to provide a broad range of services for their local communities, mainly serving specialist	The local centres identified in Policy IE11 IE13 : Local Centres exclude small parades of shops of purely neighbourhood significance. The Council’s strategy is to ensure that local centres continue to provide a broad range of services for their local communities, mainly serving specialist local needs or the immediate day to day needs of their local populations.		To account for inclusion of new policy.	

		local needs or the immediate day to day needs of their local populations.			
Policy IE12: Town Centre Opportunity Areas, Chertsey Opportunity Area: Sainsburys and car park					
MM61	Chertsey opportunity area, Development opportunity final para	This site is within the Outer Source Protection Zone (SPZ2) for the potable abstraction at Chertsey and EA records suggest that the area of the car park was formerly a petrol station (previously remediated). There is the potential for mobilisation of contaminants during development. To mitigate impact on the Principal Aquifer should be addressed.	This site is within the Outer Source Protection Zone (SPZ2) for the potable abstraction at Chertsey and EA records suggest that the area of the car park was formerly a petrol station (previously remediated). There is the potential for mobilisation of contaminants during development. To mitigate impact on the Principal Aquifer should be addressed. <u>There is potential for mobilisation of contaminants during development of this site. Therefore, any impacts on the Principal Aquifer will need to be mitigated as part of any development proposals coming forward.</u>	For clarity.	<i>This is not a material change to planning policy.</i> Screening conclusion: no change to the results of the SA

3. ASSESSMENT

3.1 Methodology of the assessment

Two of the Main Modifications has necessitated re-assessment. These are:

- Modification MM60: New Policy IE11: Strodes College Lane allocation; and
- The removal of Strodes College Lane as an Opportunity Area.

The two changes have been assessed using methodologies consistent with earlier SA work and this is available in Part 1 of the SA report available [here](#).

3.2 Difficulties encountered in the assessment

The SEA regulations require that a description of any difficulties (such as technical deficiencies or lack of know-how) encountered in undertaking the assessment is set out. The statutory SA report set out difficulties that have been encountered during the assessment and these are set out in section 3.8 of Part 1 of the SA report. These difficulties remain the same, namely that the assessment has been carried out and reported using an expert judgment-led qualitative assessment. A precautionary approach has been taken, especially with qualitative judgments.

The SEA Regulations state that effects assessment should include assessment of secondary, cumulative, synergistic, short, medium and long-term permanent and temporary, positive and negative effects. At this strategic level the information is often not available to assess to this level of detail. However, where information is available on the likelihood of different types of impacts this has been included in the assessment matrices.

3.3 Results of the assessment

Annex A sets out the assessment of the two changes above. These are summarised below.

Table 3.1: Results of the SA	
Potential effects	Mitigation measures identified for significant and uncertain effects
<p>New Policy IE11: Strodes College Lane allocation</p> <p>The site will have a significant positive effect on the economy as the town centre survey highlighted demand for more retailing in the centre.</p> <p>The site will have a minor negative effect on SA Objective 5: To increase resilience to climate change, including flood risk; as the site is within Flood Zone 2. The site will have no significant negative effects or uncertain effects.</p>	None
<p>POLICY IE12: Town Centre Opportunity Areas</p> <p>No significant or uncertain effects are highlighted. Because no definite proposals / allocations have been out forward the assessment table for this policy sets out the sensitivities / opportunities of the highlighted sites that the Council need to take into account in the future development of the sites.</p>	None

3.4 Assessment of alternatives

Assessment of alternatives is an important aspect of SA and it is important that reasonable alternatives (if reasonable alternatives exist) are tested throughout the Local Plan process.

The statutory SA report addressed issues regarding alternatives in detail in Part 3A of the SA report. Specifically, this issue was addressed in Table 2.2a and 2.2b of Part 3A of the SA report. These tables set out the reasons for selecting the alternatives tested at the Regulation 18 stage and explains which preferred approach has been selected for inclusion in the Local Plan. Tables 2.2a and 2.2b, and Table 3.1 in Part 3A of the SA report have been reviewed by the Council in the light of the Main Modifications. The Council has concluded that the information in these tables remains valid and does not require amendment due to the modifications made to the Local Plan.

With regard to Strodes Lane specifically, the site has now been granted planning permission so the changes to the Local Plan have been made to reflect reality. Therefore, it is not felt that there are specific reasonable alternatives that the Local Plan could test with regard to Strodes Lane.

3.5 Assessment of cumulative effects

Cumulative assessment has been considered in two ways within the statutory SA:

- The assessment of the spatial strategy (assessment of policies SD1: Presumption in favour of sustainable development; SD2: Spatial development strategy; and Policy SD3: Site Allocations) is an assessment of the cumulative effects of the development proposed in the Runnymede Local Plan; and
- Table 4.1 addresses how the effects of development proposed within other plans and programmes could have an effect on the sustainability objectives.

The Council has concluded that the information in these assessments remains valid and does not require amendment due to the modifications made to the Local Plan.

3.6 Monitoring

The statutory SA report included a monitoring programme that should be used monitor the significant and unforeseen effects of the Local Plan. The Council has concluded that the monitoring programme remains valid and does not require amendment due to the modifications made to the Local Plan.

ANNEX A: NEW / AMENDED ASSESSMENT TABLES

New Policy IE11: Strodes College Lane allocation. NEW ASSESSMENT		
SA objective	Sustainability effect	Commentary (including if appropriate discussion of nature and spatial extent of potential effects, probability, duration, frequency and reversibility)
SA Objective 1: To conserve and enhance biodiversity, habitats and species	0	The site is not affected by designated sites or by protected habitats. The site is not within the Thames Basin Heaths SPA 5km buffer zone. The site will have a neutral effect on biodiversity.
SA Objective 2: To protect and improve the health and well-being of the population and reduce inequalities in health	0	The policy will not affect the SA objective
SA Objective 3: To protect soil and minerals resources	+	The site will have a minor positive effect on the SA objective as it is not a proposed waste or mineral site or within mineral consultation zones and is previously developed. Potential effects in relation to waste will be influenced by the design and use of the development and the incorporation of sustainable waste management measures, rather than by the location of the development.
SA Objective 4: To improve water quality and efficiency	0	The site is not classified as contaminated, but it is within a Groundwater Source Protection Zone (zone 3). However, this is mitigated through requirements in the Local Plan policies for effective drainage strategies for affected sites. Therefore, the effect will be neutral.
SA Objective 5: To increase resilience to climate change,	-	The site is within Flood Zone 2. The site has been scored as minor negative.

New Policy IE11: Strodes College Lane allocation. NEW ASSESSMENT		
SA objective	Sustainability effect	Commentary (including if appropriate discussion of nature and spatial extent of potential effects, probability, duration, frequency and reversibility)
including flood risk		
SA Objective 6: To reduce air and noise pollution	0	The transport modelling undertaken by Minnerva has not shown a significant effect on congestion in relation to this site. The site is not within an AQMA but part of Egham (to the east) is part of the M25 AQMA. However, the whole of Egham is within the aircraft noise area for Heathrow Airport (see Local Policy BE22). However, housing built in this area should be constructed so as to provide a minimum attenuation of 20dB. Therefore, the effect will be neutral.
SA Objective 7: Reduce greenhouse gas emissions	+	Locating development within town centres will ensure that services and public transport are more accessible, thus reducing use of private cars (and reducing greenhouse emissions).
SA Objective 8: To sustain economic growth and competitiveness across the Borough	++	The site is within the core shopping area the Town Centre Strategy area. Visitor and household surveys showed that Egham Town centre is performing well in its role as a focus for service and convenience provision. The Town and Local Centres Study (Carter Jonas, 2015) https://www.runnymede.gov.uk/CHttpHandler.ashx?id=14153&p=0 states that new retail and leisure development should be promoted within the town centre where possible. The site will therefore be significantly positive in this regard.
SA Objective 9: To ensure the provision of high quality, sustainable constructed and affordable homes and necessary community infrastructure.	+	The site will contribute to helping meet the need for affordable housing in the Borough and will be expected to deliver the infrastructure needed to support the development.
SA Objective 10: To protect and enhance the	+	There is an opportunity to promote the town's central heritage assets and Museum to attract investment and footfall. There is an aim for the Council to promote Egham as a university town, providing the link between the past, present and future. Policy modifications state that development should improve this

New Policy IE11: Strodes College Lane allocation. NEW ASSESSMENT		
SA objective	Sustainability effect	Commentary (including if appropriate discussion of nature and spatial extent of potential effects, probability, duration, frequency and reversibility)
Borough's historic assets		key gateway into the town through its built form and public realm improvements and should provide a design that enhances this key focal point for visitor commuters and residents entering Egham. This will be positive.
SA Objective 11: To protect and enhance open space and the landscape character of the Borough	+	The site does not affect any sites designated for their landscape quality (including Areas of Landscape Importance) or is within the Green Belt. The site will be positive.

AMENDED POLICY IE112: Town Centre Opportunity Areas (please note that because no definite proposals / allocations have been out forward this table sets out the sensitivities / opportunities of the highlighted sites that the Council need to take into account in the future development of the sites)	
AMENDED ASSESSMENT: REMOVAL OF STRODES COLLEGE OPPORTUNITY AREA	
SA objective	Site sensitivities / opportunities
SA Objective 1: To conserve and enhance biodiversity, habitats and species	<p><u>Chertsey Opportunity Area: Sainsburys and car park</u> The area is not affected by designated sites or by protected habitats. The area is not within the Thames Basin Heaths SPA 5km buffer zone.</p> <p><u>High Street North Opportunity Area, Egham</u> None of the areas proposed in Egham are affected by designated sites or by protected habitats. The sites are not within the Thames Basin Heaths SPA 5km buffer zone.</p> <p><u>Strodes College Lane Opportunity Area, Egham</u> None of the areas proposed in Egham are affected by designated sites or by protected habitats. The sites are not within the Thames Basin Heaths SPA 5km buffer zone.</p>

<p>AMENDED POLICY IE11-2: Town Centre Opportunity Areas (please note that because no definite proposals / allocations have been out forward this table sets out the sensitivities / opportunities of the highlighted sites that the Council need to take into account in the future development of the sites)</p>	
<p>AMENDED ASSESSMENT: REMOVAL OF STRODES COLLEGE OPPORTUNITY AREA</p>	
SA objective	Site sensitivities / opportunities
	<p><u>Egham Library Opportunity Area, Egham</u> None of the areas proposed in Egham are affected by designated sites or by protected habitats. The sites are not within the Thames Basin Heaths SPA 5km buffer zone.</p>
SA Objective 2: To protect and improve the health and well-being of the population and reduce inequalities in health	<p><u>Chertsey Opportunity Area: Sainsburys and car park</u> More details are required on the uses of the area before this objective can be usefully discussed.</p> <p><u>High Street North Opportunity Area, Egham</u> More details are required on the uses of the area before this objective can be usefully discussed.</p> <p><u>Strodes College Lane Opportunity Area, Egham</u> More details are required on the uses of the area before this objective can be usefully discussed.</p> <p><u>Egham Library Opportunity Area, Egham</u> More details are required on the uses of the area before this objective can be usefully discussed.</p>
SA Objective 3: To protect soil and minerals resources	<p><u>Chertsey Opportunity Area: Sainsburys and car park</u> None of the sites are proposed waste or mineral sites or are within mineral consultation zones. All of the sites are previously developed..</p> <p><u>High Street North Opportunity Area, Egham</u> None of the sites are proposed waste or mineral sites or are within mineral consultation zones. All of the sites are previously developed.</p> <p><u>Strodes College Lane Opportunity Area, Egham</u> None of the sites are proposed waste or mineral sites or are within mineral consultation zones. All of the sites are previously developed.</p> <p><u>Egham Library Opportunity Area, Egham</u></p>

<p>AMENDED POLICY IE112: Town Centre Opportunity Areas (please note that because no definite proposals / allocations have been out forward this table sets out the sensitivities / opportunities of the highlighted sites that the Council need to take into account in the future development of the sites)</p>	
<p>AMENDED ASSESSMENT: REMOVAL OF STRODES COLLEGE OPPORTUNITY AREA</p>	
SA objective	Site sensitivities / opportunities
	<p>None of the sites are proposed waste or mineral sites or are within mineral consultation zones. All of the sites are previously developed.</p>
SA Objective 4: To improve water quality and efficiency	<p><u>Chertsey Opportunity Area: Sainsburys and car park</u> The site is within a Groundwater Source Protection Zone (zone 2). The site is not classed as contaminated.</p> <p><u>High Street North Opportunity Area, Egham</u> The sites are within a Groundwater Source Protection Zone (zone 3). None of the sites are classed as contaminated.</p> <p><u>Strodes College Lane Opportunity Area, Egham</u> The sites are within a Groundwater Source Protection Zone (zone 3). None of the sites are classed as contaminated.</p> <p><u>Egham Library Opportunity Area, Egham</u> The sites are within a Groundwater Source Protection Zone (zone 3). None of the sites are classed as contaminated.</p>
SA Objective 5: To increase resilience to climate change, including flood risk	<p><u>Chertsey Opportunity Area: Sainsburys and car park</u> The area is partly within flood zones 2 and 3a</p> <p><u>High Street North Opportunity Area, Egham</u> High Street North is partly within flood zones 2 and 3a</p> <p><u>Strodes College Lane Opportunity Area, Egham</u> Strodes College Lane is in flood zone 2</p> <p><u>Egham Library Opportunity Area, Egham</u> The area is in Flood Zone 1</p>
SA Objective 6: To reduce air and noise pollution	<p><u>Chertsey Opportunity Area: Sainsburys and car park</u> The site is within or adjacent to an AQMA.</p>

<p>AMENDED POLICY IE112: Town Centre Opportunity Areas (please note that because no definite proposals / allocations have been out forward this table sets out the sensitivities / opportunities of the highlighted sites that the Council need to take into account in the future development of the sites)</p>	
<p>AMENDED ASSESSMENT: REMOVAL OF STRODES COLLEGE OPPORTUNITY AREA</p>	
SA objective	Site sensitivities / opportunities
	<p><u>High Street North Opportunity Area, Egham</u> None of the areas propoed in Egham are within an AQMA but part of Egham (to the east of the sites) is part of the M25 AQMA. However, the whole of Egham is within the aircraft noise area for Heathrow Airport (see Local Policy BE22). Housing built in this area should be constructed so as to provide a minimum attenuation of 20dB.</p> <p><u>Strodes College Lane Opportunity Area, Egham</u> None of the areas proposed in Egham are within an AQMA but part of Egham (to the east of the sites) is part of the M25 AQMA. However, the whole of Egham is within the aircraft noise area for Heathrow Airport (see Local Policy BE22). Housing built in this area should be constructed so as to provide a minimum attenuation of 20dB.</p> <p><u>Egham Library Opportunity Area, Egham</u> None of the areas propoed in Egham are within an AQMA but part of Egham (to the east of the sites) is part of the M25 AQMA. However, the whole of Egham is within the aircraft noise area for Heathrow Airport (see Local Policy BE22). Housing built in this area should be constructed so as to provide a minimum attenuation of 20dB.</p>
SA Objective 7: Reduce greenhouse gas emissions	<p><u>Chertsey Opportunity Area: Sainsburys and car park</u> Locating development within town centres will ensure that services and public transport are more accessible, thus reducing use of private cars (and reducing greenhouse emissions).</p> <p><u>High Street North Opportunity Area, Egham</u> Locating development within town centres will ensure that services and public transport are more accessible, thus reducing use of private cars (and reducing greenhouse emissions).</p> <p><u>Strodes College Lane Opportunity Area, Egham</u> Locating development within town centres will ensure that services and public transport are more accessible, thus reducing use of private cars (and reducing greenhouse emissions).</p> <p><u>Egham Library Opportunity Area, Egham</u></p>

<p>AMENDED POLICY IE11-2: Town Centre Opportunity Areas (please note that because no definite proposals / allocations have been out forward this table sets out the sensitivities / opportunities of the highlighted sites that the Council need to take into account in the future development of the sites)</p>	
<p>AMENDED ASSESSMENT: REMOVAL OF STRODES COLLEGE OPPORTUNITY AREA</p>	
SA objective	Site sensitivities / opportunities
	<p>Locating development within town centres will ensure that services and public transport are more accessible, thus reducing use of private cars (and reducing greenhouse emissions).</p>
<p>SA Objective 8: To sustain economic growth and competitiveness across the Borough</p>	<p><u>Chertsey Opportunity Area: Sainsburys and car park</u> The Town and Local Centres Study (Carter Jonas, 2015) https://www.runnymede.gov.uk/CHttpHandler.ashx?id=14153&p=0 states that new retail and leisure development should be promoted within the town centre where possible.</p> <p><u>High Street North Opportunity Area, Egham</u> All the areas proposed in Egham are within the Town Centre Strategy area. Visitor and household surveys showed that Egham Town centre is performing well in its role as a focus for service and convenience provision. The Town and Local Centres Study (Carter Jonas, 2015) https://www.runnymede.gov.uk/CHttpHandler.ashx?id=14153&p=0 states that new retail and leisure development should be promoted within the town centre where possible.</p> <p><u>Strodes College Lane Opportunity Area, Egham</u> All the areas proposed in Egham are within the Town Centre Strategy area. Visitor and household surveys showed that Egham Town centre is performing well in its role as a focus for service and convenience provision. The Town and Local Centres Study (Carter Jonas, 2015) https://www.runnymede.gov.uk/CHttpHandler.ashx?id=14153&p=0 states that new retail and leisure development should be promoted within the town centre where possible.</p> <p><u>Egham Library Opportunity Area, Egham</u> All the areas proposed in Egham are within the Town Centre Strategy area. Visitor and household surveys showed that Egham Town centre is performing well in its role as a focus for service and convenience provision. The Town and Local Centres Study (Carter Jonas, 2015) https://www.runnymede.gov.uk/CHttpHandler.ashx?id=14153&p=0 states that new retail and leisure development should be promoted within the town centre where possible.</p>
<p>SA Objective 9: To ensure the provision of high quality,</p>	<p><u>Chertsey Opportunity Area: Sainsburys and car park</u> More details are required on the uses of the site before this objective can be usefully discussed.</p>

<p>AMENDED POLICY IE11-2: Town Centre Opportunity Areas (please note that because no definite proposals / allocations have been out forward this table sets out the sensitivities / opportunities of the highlighted sites that the Council need to take into account in the future development of the sites)</p>	
<p>AMENDED ASSESSMENT: REMOVAL OF STRODES COLLEGE OPPORTUNITY AREA</p>	
SA objective	Site sensitivities / opportunities
<p>sustainable constructed and affordable homes and necessary community infrastructure.</p>	<p><u>High Street North Opportunity Area, Egham</u> More details are required on the uses of the site before this objective can be usefully discussed.</p> <p><u>Strodes College Lane Opportunity Area, Egham</u> More details are required on the uses of the site before this objective can be usefully discussed.</p> <p><u>Egham Library Opportunity Area, Egham</u> More details are required on the uses of the site before this objective can be usefully discussed.</p>
<p>SA Objective 10: To protect and enhance the Borough's historic assets</p>	<p><u>Chertsey Opportunity Area: Sainsburys and car park</u> The Runnymede Town and Local Centres Study 2015 reports that Chertsey is an attractive town centre, with a pleasant environment for pedestrians owing to the narrow streets and restricted access to traffic. The historic buildings and environment provide points of interest for visitors and overall create a strong identity for the centre.</p> <p><u>High Street North Opportunity Area, Egham</u> There is an opportunity to promote the town's central heritage assets and Museum to attract investment and footfall. There is an aim for the Council to promote Egham as a university town, providing the link between the past, present and future. The overall public realm and built form is of mixed quality. Some of the smaller, modern parades in particular are of lower quality and require some investment. This could be a reflection on the fact that locations which neglect, ignore or remove their heritage ultimately suffer from poor local perception and an unsatisfactory ambience which can be detrimental to the local economy.</p> <p><u>Strodes College Lane Opportunity Area, Egham</u> There is an opportunity to promote the town's central heritage assets and Museum to attract investment and footfall. There is an aim for the Council to promote Egham as a university town, providing the link between the past, present and future. The overall public realm and built form is of mixed quality. Some of the smaller, modern parades in particular are of lower quality and require some investment. This could be a reflection on the fact that locations which neglect,</p>

<p>AMENDED POLICY IE112: Town Centre Opportunity Areas (please note that because no definite proposals / allocations have been out forward this table sets out the sensitivities / opportunities of the highlighted sites that the Council need to take into account in the future development of the sites)</p>	
<p>AMENDED ASSESSMENT: REMOVAL OF STRODES COLLEGE OPPORTUNITY AREA</p>	
SA objective	Site sensitivities / opportunities
	<p>ignore or remove their heritage ultimately suffer from poor local perception and an unsatisfactory ambience which can be detrimental to the local economy.</p> <p><u>Egham Library Opportunity Area, Egham</u> There is an opportunity to promote the town’s central heritage assets and Museum to attract investment and footfall. There is an aim for the Council to promote Egham as a university town, providing the link between the past, present and future. The overall public realm and built form is of mixed quality. Some of the smaller, modern parades in particular are of lower quality and require some investment. This could be a reflection on the fact that locations which neglect, ignore or remove their heritage ultimately suffer from poor local perception and an unsatisfactory ambience which can be detrimental to the local economy.</p>
SA Objective 11: To protect and enhance open space and the landscape character of the Borough	<p><u>Chertsey Opportunity Area: Sainsburys and car park</u> The area is not designated for its landscape quality (including Areas of Landscape Importance) or is within the Green Belt.</p> <p><u>High Street North Opportunity Area, Egham</u> The area is not designated for its landscape quality (including Areas of Landscape Importance) or is within the Green Belt.</p> <p><u>Strodes College Lane Opportunity Area, Egham</u> The area is not designated for its landscape quality (including Areas of Landscape Importance) or is within the Green Belt.</p> <p><u>Egham Library Opportunity Area, Egham</u> More details are required on the uses of the site before this objective can be usefully discussed.</p>

Appendix 4

Habitats Regulations Assessment (HRA)

DRAFT

AECOM Imagine it.
Delivered.

Habitat Regulations Assessment

Runnymede Local Plan: Main
Modifications

Runnymede Borough Council

17th December 2019

Quality information

<u>Prepared by</u>	<u>Checked by</u>	<u>Verified by</u>	<u>Approved by</u>
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Revision History

<u>Revision</u>	<u>Revision date</u>	<u>Details</u>	<u>Authorized</u>	<u>Name</u>	<u>Position</u>
01	17/12/2019	Draft	JR	James Riley	Technical Director
02	18/12/19	Final	JR	James Riley	Technical Director

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Table of Contents

1.	Introduction.....	5
2.	Likely Significant Effects of Main Modifications	6
3.	Conclusion.....	48

Tables

Table 1. Likely Significant Effects of Main Modifications.	7
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1. Introduction

- 1.1 In 2016 AECOM undertook a Habitats Regulations Assessment (HRA) of the Runnymede Borough Council's Issues, Options and Preferred Approaches document to assess the potential of the Plan to result in Likely Significant Effects (LSEs) and adverse effects on protected European sites, including Special Protection Areas (SPAs), Special Areas of Conservation (SACs) and Ramsar sites. In 2017, changes to the Local Plan (hereafter referred to as the 'Plan' or 'Local Plan') were proposed, including the inclusion of new residential sites and opportunity areas, as well as amending existing residential sites. Therefore, an updated HRA was produced by AECOM in April 2018.
- 1.2 The HRA of the submitted Local Plan concluded that LSEs arising from development proposed in the Runnymede Local Plan on the Thames Basin Heaths SPA could not be excluded, primarily due to the likely impacts of recreational activities and air pollution. However, the Appropriate Assessment of the HRA confirmed that the Local Plan had sufficient policy mechanisms in place to mitigate adverse effects of recreational capacity, and particularly that there was likely to be sufficient SANG capacity to absorb the visitor pressure associated with new residential development. Further opportunities for SANG were being explored with Natural England at the time the HRA was completed and Runnymede Council submitted evidence to the Examination confirming the probable future SANG being explored. The HRA concluded that, taking account of the mitigation measures embedded in the Plan's policies, the Runnymede Local Plan would not result in adverse effects on the integrity of any European sites.
- 1.3 Following the Examination into the Local Plan, the Inspector has recommended a series of Main Modifications (MMs) to be made. It is a requirement under the Habitats Directive that these modifications need to be examined to confirm that they will not themselves introduce new LSEs that were not already investigated for the HRA of the submitted Local Plan. This report presents the HRA of the proposed MMs in tabular format.
- 1.4 Therefore, this report should be considered an Addendum to the HRA of the submitted Runnymede Local Plan. As such, it does not revisit the legal background, methodology, LSEs or Appropriate Assessment of the original HRA. Instead it focusses specifically on whether the Main Modifications in themselves will result in LSEs on any European sites. However, the main conclusions and recommendations may be referred to in the LSEs table if specific context is required from the previous assessment.
- 1.5 Furthermore, this HRA only assesses the Main Modifications that address policies or supporting text in the main body of the Local Plan. Changes to the glossary and the appendices have not been assessed on the basis that they are not part of the main formal document and will (by definition) not result in material effects on European sites.

2. Likely Significant Effects (LSEs) of Main Modifications

- 2.1 This section sets out the assessment of each Main Modification (MM). The changes to policy wording for each of the MMs are presented initially, including the MM reference number and details on the policy and / or paragraph numbers. The assessment of Likely Significant Effects (LSEs) is then presented in the last (colour-coded) column.

Table 1. Likely Significant Effects of Main Modifications.

Ref. Number	Policy/ Para.	Proposed Main Modification	Likely Significant Effects
MM1	The National Planning Policy Framework, Para 2.9	<p>Section 2: Legislative and Planning Policy Context</p> <p>The Government streamlined national planning policy with the adoption of the NPPF in March 2012. The 2012 Framework includes a set of national planning policies covering the economic, social and environmental aspects of development and these policies must be taken into account in preparing Local Plans, but the 2012 NPPF does not dictate how Plans should be written; rather, it provides a framework for producing distinctive Plans that meet local needs. The 'golden thread' running through the document is the 'presumption in favour of sustainable development'. A public consultation on proposed revisions to the NPPF has recently closed. The intention expressed in paragraph 209 of the consultation draft of the NPPF however is that, 'The policies in the previous Framework will apply for the purpose of examining plans, where those plans are submitted on or before [] (this will be the date which is six months after the date of the final Framework's publication). In those cases the examination will take no account of the new Framework.'</p> <p><u>A new NPPF was published in February 2019. Within the implementation chapter of this Framework it states at paragraph 214, 'The policies in the previous Framework published in March 2012 will apply for the purpose of examining plans, where those plans were submitted on or before 24 January 2019.'</u></p>	<p>No Likely Significant Effect of this MM – This change is to provide an updated description on national planning policy. It has no direct implication on any European sites.</p>
MM2	The Surrey Nature Partnership Para 2.28	<p>Section 2: Legislative and Planning Policy Context</p> <p>The Surrey Nature Partnership (SNP) is one of several Local Nature Partnerships which, after successful application by a group of local organisations, were recognised by DEFRA in August 2012. The SNP seeks to bring together expertise from all sectors, including Local Planning Authorities, to ensure that the natural environment can continue to contribute to the economy, health and well-being of the County's communities. <u>The SNP works closely with the Surrey Wildlife Trust, who manage protected areas outside of the borough.</u></p>	<p>No Likely Significant Effect of this MM – This change acknowledges that the SNP works closely with Surrey Wildlife Trust. It also states that European sites outside the Borough are considered. However, this has no implication for European sites as the HRA of the submitted Local Plan already considered European sites outside the borough.</p>
MM3	Local Plan Objective 2 (Supporting Local	<p>Section 5: Strategy for Sustainable Development</p> <p>2) To support the delivery of at least 74807507 high quality additional homes in Runnymede in the period 2015-2030 (an average of 500498 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;</p>	<p>No Likely Significant Effect of this MM – This change updates the minimum additional housing provision over the plan period. An additional 27 dwellings will be delivered, equating to an additional 2 homes per year.</p>

Ref. Number	Policy/ Para.	Proposed Main Modification	Likely Significant Effects
	People), Para 5.7		<p>This represents a very small additional residential growth and would not cause any material increase in recreational pressure in the Thames Basin Heaths SPA.</p> <p>The original HRA already undertook an Appropriate Assessment of recreational pressure. It is considered that the Local Plan (as assessed in the original HRA) contains an appropriate framework for mitigating recreational pressure, including ensuring sufficient capacity of SANGs before any development associated with a given SANG is consented.</p> <p>It is therefore considered that the small change in residential growth will not result in LSEs on the Thames Basin Heaths SPA.</p>
MM4	Para 5.13, second sentence	<p>Section 5: Strategy for Sustainable Development</p> <p>Regulation 402 105 requires plan-making authorities to assess the impact of land use plans (such as Local Plans) on internationally designated nature conservation sites.</p>	<p>No Likely Significant Effect of this MM – This change was made to ensure accuracy and it does not have implications for any European site.</p>
MM5	New para after 5.13	<p>Section 5: Strategy for Sustainable Development</p> <p><u>Policies within the Local Plan are considered strategic policies where they set out an overarching strategy for the pattern, scale and quality of development and make sufficient provision for development (including housing etc), infrastructure, community facilities and the conservation and enhancement of the natural and built environment. All policies in the plan are considered to be fulfilling these purposes (and those identified in paragraph 156 of the 2012 NPPF) and are therefore strategic policies. Except the policies listed below which are considered non-strategic: SL19, SL21, SL24, SL25, SL26, SL27, SL28, EE4, EE5, EE7, EE8, EE14, EE15, EE16, EE17, EE18, EE19, IE12 and IE13.</u></p>	<p>No likely significant effect of this MM – This change identifies which of the policies in the Plan are strategic policies, because they determine the pattern, scale and quality of development in the Borough. This has no bearing on European sites.</p>

Ref. Number	Policy/ Para.	Proposed Main Modification	Likely Significant Effects
MM6	Policy SD1 and background text	<p>Policy SD1: Presumption in favour of sustainable development</p> <p>Presumption in favour of sustainable development</p> <p>5.14 — At the heart of the NPPF is a presumption in favour of sustainable development; this is the golden thread running through both plan-making and decision-taking. Consequently, development that is sustainable and is in accordance with the development plan should be permitted without delay. The presumption in favour of sustainable development in the Runnymede Local Plan provides the necessary foundation to ensure that development proposals are acceptable within the context of the development plan and the NPPF.</p> <p>5.15 — Over the period of the Local Plan, the Council will continue to take a positive approach to decision-making and there will be a presumption in favour of sustainable development with the encouragement of sustainable and high quality development throughout the Borough.</p> <p><u>Policy SD1: Presumption in favour of sustainable development</u></p> <p><u>When considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. The Council will work proactively with applicants with the aim of finding solutions that mean that proposals can be approved wherever possible, thus securing development that improves the economic, social and environmental conditions in the Borough and fulfils the objectives of the Local Plan.</u></p> <p><u>Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.</u></p> <p><u>Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision, the Council will grant permission unless material considerations indicate otherwise, taking into account whether:</u></p> <p><u>a) — Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits when assessed against the policies in the National Planning Policy Framework taken as a whole; or</u></p> <p><u>b) — Specific policies in that Framework indicate that development should be restricted.</u></p> <p><u>Justification for inclusion of policy</u></p>	<p>No Likely Significant Effect of this MM – This policy was removed because the presumption in favour of sustainable development is already explicitly included in the NPPF.</p>

Ref. Number	Policy/ Para.	Proposed Main Modification	Likely Significant Effects
		<p>5.16 The NPPF emphasises that all Local Plans should be based upon and reflect the presumption in favour of sustainable development. The principle informs both the policies and site allocations contained within the Runnymede Local Plan and will be used to guide decision makers.</p> <p>5.17 LPAs are encouraged to include a policy within their Local Plan that embraces the presumption in favour of sustainable development. Policy SD1 meets this requirement and adopts the model wording suggested.</p> <p>5.18 Policy SD1 also supports all of the Local Plan objectives.</p>	
MM7	New para after 5.21	<p>Policy SD2: Spatial Development Strategy</p> <p><u>During the course of Plan preparation, the Council made the decision to reduce the Plan period so that instead of ending in 2035, the Plan period now ends in 2030. This change in approach occurred following the Additional Sites and Options stage when the Council identified that set against its annual housing needs figure of 498dpa, it could not identify enough land to meet the need for housing up to 2035 without making substantial inroads into the Green Belt beyond the adjustments that had been made in respect of the weakly performing or strategically less important Resultant Land Parcels. When the alternative options were considered the Council concluded that shortening the Plan period had significant advantages including that:</u></p> <ul style="list-style-type: none"> <u>-The Council could immediately start to deliver a significant boost to the supply of housing, employment floorspace and investment in infrastructure; and</u> <u>-It would enable the production of a future plan to be better coordinated and integrated with plans prepared by its neighbours through a second phase of the Surrey Local Strategic Statement. That would facilitate a long term, joint approach to growth across Surrey.</u> <u>- Reflect the government’s emergent policy of requiring five yearly reviews of development plans.</u> <u>-Provide a framework for the preparation of neighbourhood plans.</u> <u>-Allow the Council to respond to anticipated regional changes such as the expansion of Heathrow.</u> 	No Likely Significant Effect of this MM – This change details that the Local Plan period was shortened to 2030, because the Council (at the time of Plan preparation) could not identify sufficient land to deliver housing up to 2035. However, shortening of the Plan period does not have an impact on any European sites and this was in any event taken into account during the HRA of the submitted Local Plan.
MM8	Figure 1 (Key Diagram)	<p>Policy SD2: Spatial Development Strategy</p> <p>Key diagram to be amended such that Strodes College Lane is an allocation site and no longer an opportunity area.</p>	No Likely Significant Effect of this MM – This site has now been granted planning permission and is no longer an opportunity area. This change has no effect on European sites.
MM9	Para 5.23	<p>Policy SD2: Spatial Development Strategy</p> <p>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</p>	No Likely Significant Effect of this MM – This change has been made to account for housing completions since the plan was submitted, resulting in an

Ref. Number	Policy/ Para.	Proposed Main Modification	Likely Significant Effects
		<p> 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 564 1628 completions. In contrast to this housing need addition, there is capacity for 6949 6292 net additional dwellings (minimum) in the Borough over the plan period as evidenced by the Council's SLAA housing trajectory. This results in a total supply over the Plan period of 7480 7920 (or an average delivery of 498 529 dpa).</p>	<p>increased total supply of 7,920 dwellings. These completions were consented and delivered and were found to have no adverse effects on European sites once mitigation was considered. Correspondingly, the future capacity identified in the Plan has reduced from 6,919 to 6,292. Therefore, this change will not result in LSEs on any European sites.</p>
MM10	Para 5.30	<p>Policy SD2: Spatial Development Strategy</p> <p>Thorpe Village will be removed from the Green Belt through this Local Plan, however given its position in the centre hierarchy, the village is only considered to present limited opportunities for growth over the period of the Local Plan which will be dealt with in a Neighbourhood Plan for the Thorpe Area. <u>The Council acknowledges that the neighbourhood plan being prepared for Thorpe will be assessed against the 2019 NPPF. Under paragraph 136 of the 2019 NPPF neighbourhood plans can make detailed non-strategic amendments to green belt boundaries where strategic local plan policies have established the need for strategic changes to the green belt boundaries. The Local Plan has justified the need for changes to the green belt boundaries in Runnymede given the existence of exceptional circumstances. As such, further non-strategic changes to the Green Belt boundaries in Thorpe may occur as a result of the Thorpe Neighbourhood Plan.</u> Employment growth in Thorpe will be directed to the Strategic Employment Area at Thorpe Industrial Estate.</p>	<p>No Likely Significant Effect of this MM – This change states that the Neighbourhood Plan for Thorpe Village (which will be removed from the Green Belt) will be assessed against the 2019 NPPF. This change would have no effect on any European sites.</p>
MM11	New para after 5.34	<p>Policy SD2: Spatial Development Strategy</p> <p><u>Table 1 below shows the housing trajectory expected over the plan period as of 1st April 2019 whilst table 2 below shows the expected affordable housing trajectory as of 1st April 2019.</u></p> <p>See appendix 6 of this schedule for table 1 and 2. The existing table 1, table 2 and table 3 will be renumbered accordingly.</p>	<p>No Likely Significant Effect of this MM – This change introduces a table summarising the housing trajectory over the plan period. This has no bearing on European sites.</p>
MM12	Para 5.40	<p>Policy SD2: Spatial Development Strategy</p> <p>The delivery of a number of allocations around the A320 is contingent on the delivery of infrastructure improvements in this area of the Borough. This is clearly stated in the phasing information provided for the relevant sites. These allocations could be delivered earlier in the plan period than stated should the <u>transport assessments submitted as part of the planning applications for these sites demonstrate that the impact on the A320 would be acceptable, having particular regard to the timing of the A320 improvements works being brought forward and the objective of securing the timely delivery of housing within the borough.</u></p>	<p>No Likely Significant Effect of this MM – This change helps clarify the Council's approach to development in the A320 corridor, which states that planning applications will have to undertake transport assessments. The introduction of this text has no effect on any European site.</p>

Ref. Policy/ Proposed Main Modification
Number Para.

Likely Significant Effects

		necessary infrastructure improvements on the A320 to enable their release come forward earlier than anticipated.							
MM13	Policy SD2 1 st para, 1 st sentence	<p>Policy SD2: Spatial Development Strategy</p> <p>The Local Plan will make provision for a minimum of 7480 7507 net additional dwellings over the plan period. To meet identified employment need, a business park in the region of 20,000sqm at New Haw a 20,000sqm business park in New Haw and a 79,025sqm (7,350sqm net) office/business park at the Longcross Enterprise Zone are also allocated through this Local Plan.</p>	<p>No Likely Significant Effect of this MM – This change updates the minimum net additional housing to be provided over the Plan period. However, this change is minimal and is not considered to have LSEs on any European sites beyond to that already recognised and mitigated in the 2017 Local Plan. Please also see screening comment for MM3.</p>						
MM14	Policy SD2 Table 1	<p>Policy SD2: Spatial Development Strategy</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 50%; text-align: left;">Settlement</th> <th style="width: 50%; text-align: left;">Expected Minimum Growth Delivery</th> </tr> </thead> <tbody> <tr> <td>Addlestone including Rowtown</td> <td> <p>936 1,265 net additional dwellings (including 693 completions and -7 dwellings deriving from the provision of C2 older people's accommodation)</p> <p>2 traveller pitches</p> <p>6400 4,400sqm of net additional A class floorspace in Addlestone town centre</p> <p>12,650 11,700sqm of net additional employment at the Weybridge and Bourne Strategic Employment Area</p> </td> </tr> <tr> <td>Chertsey including Chertsey South</td> <td> <p>1972 2,212 net additional dwellings (including 364 completions and -7 dwellings deriving from the provision of C2 older people's accommodation)</p> <p>24 traveller pitches</p> <p>31 dwellings deriving from the provision of C2 older persons accommodation</p> <p>1140 910sqm of net additional A class floorspace in Chertsey town centre</p> </td> </tr> </tbody> </table>	Settlement	Expected Minimum Growth Delivery	Addlestone including Rowtown	<p>936 1,265 net additional dwellings (including 693 completions and -7 dwellings deriving from the provision of C2 older people's accommodation)</p> <p>2 traveller pitches</p> <p>6400 4,400sqm of net additional A class floorspace in Addlestone town centre</p> <p>12,650 11,700sqm of net additional employment at the Weybridge and Bourne Strategic Employment Area</p>	Chertsey including Chertsey South	<p>1972 2,212 net additional dwellings (including 364 completions and -7 dwellings deriving from the provision of C2 older people's accommodation)</p> <p>24 traveller pitches</p> <p>31 dwellings deriving from the provision of C2 older persons accommodation</p> <p>1140 910sqm of net additional A class floorspace in Chertsey town centre</p>	<p>No Likely Significant Effect of this MM – This change updates the minimum growth delivery for different settlements in Runnymede. The total number of dwellings to be delivered is now updated with completions and older people's accommodation. There is no additional quantum of residential development allocated compared to the previous version of the Local Plan. There are no LSEs of these changes on any European sites.</p>
Settlement	Expected Minimum Growth Delivery								
Addlestone including Rowtown	<p>936 1,265 net additional dwellings (including 693 completions and -7 dwellings deriving from the provision of C2 older people's accommodation)</p> <p>2 traveller pitches</p> <p>6400 4,400sqm of net additional A class floorspace in Addlestone town centre</p> <p>12,650 11,700sqm of net additional employment at the Weybridge and Bourne Strategic Employment Area</p>								
Chertsey including Chertsey South	<p>1972 2,212 net additional dwellings (including 364 completions and -7 dwellings deriving from the provision of C2 older people's accommodation)</p> <p>24 traveller pitches</p> <p>31 dwellings deriving from the provision of C2 older persons accommodation</p> <p>1140 910sqm of net additional A class floorspace in Chertsey town centre</p>								

Ref. Policy/
Number Para. Proposed Main Modification

Likely Significant Effects

	<p>Egham including the area of Staines upon Thames which is located in the Borough</p>	<p>867 951 net additional dwellings (including 158 completions and 67 dwellings deriving from the provision of C2 older people's accommodation and surplus student accommodation)</p> <p>474 198 student bedspaces</p> <p>5 traveller pitches</p> <p>24 dwellings deriving from the provision of C2 older persons accommodation</p> <p>38,700 39,600sqm of net additional employment at the Causeway and Pinetrees Strategic Employment Area</p> <p><u>1,980 sqm of net additional employment floorspace at the Thorpe Industrial Estate Strategic Employment Area</u></p> <p><u>630sqm of net additional A class floorspace in Egham Town Centre</u></p>	
	<p>Longcross</p>	<p>4,718 1,779 net additional dwellings (<u>includes 97 completions and 33 dwellings deriving from the provision of C2 older people's accommodation</u>)</p> <p>10 traveller pitches</p> <p><u>Showpeople's plots</u></p> <p>23 dwellings deriving from the provision of C2 older persons accommodation</p> <p>7,350sqm net employment floorspace at the Longcross Strategic Economic Area/Enterprise Zone</p> <p>A range of A and D uses to support the new settlement</p>	
	<p>Virginia Water</p>	<p>307 424 net additional dwellings (<u>including 68 completions</u>)</p> <p>2 traveller pitches</p>	

Ref. Policy/
Number Para. Proposed Main Modification

Likely Significant Effects

Woodham and New Haw	59 123 net additional dwellings (including 39 completions) In the region of 20,000 sqm net B1c/B8 floorspace	
Englefield Green	365 611 net additional dwellings (including 192 completions and 198 dwellings deriving from the provision of C2 older people's accommodation and surplus student accommodation) 3214 3315 student bedspaces 91 dwellings deriving from the provision of C2 older persons accommodation	
Ottershaw	264 298 net additional dwellings (including 15 completions and 6 dwellings deriving from the provision of C2 older people's accommodation) 2 traveller pitches 4 dwellings deriving from the provision of C2 older persons accommodation	
Thorpe	43 89 net additional dwellings (including 11 completions and 28 dwellings deriving from the provision of C2 older people's accommodation) 17 dwellings deriving from the provision of C2 older persons accommodation 1560sqm of net additional employment floorspace at the Thorpe Industrial Estate Strategic Employment Area	
Estates renewal (Council owned land)	144 145 net additional dwellings	
Other (area beyond identified settlements included in this table, primarily the area to the west of the borough, south of M3)	22 23 net additional dwellings (includes 1 completion) 48 traveller pitches from existing sites	

Ref. Policy/ Proposed Main Modification
Number Para.

Likely Significant Effects

		<p>Total</p> <p>6884 7,920 residential dwellings (including 1628 completions (including from older people's accommodation))</p> <p>3389 3,513 student bedspaces</p> <p>35 93 Traveller pitches/Showperson's plots</p> <p>7,540 5,940sqm of net additional A class floorspace</p> <p>80,260 80,630sqm of net additional employment floorspace</p>	
MM15	Para 5.35	<p>Policy SD2: Spatial Development Strategy</p> <p>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 SL19, IE1 and IE7 to IE11140. It will continue to be used to help shape development ambitions and proposals to be set out in future DPDs.</p>	No Likely Significant Effect of this MM – This change renumbers some of the site allocations, but the change is irrelevant to European sites.
MM16	Policy 5.35	<p>Policy SD2: Spatial Development Strategy</p> <p>The spatial strategy makes provision for 7480 7507 net additional dwellings over the plan period in the borough.</p>	No Likely Significant Effect of this MM – This change updates the minimum net additional provision of housing for the Borough. However, the change in housing is nominal from an HRA point of view and is not considered to affect the conclusions of the HRA of the submitted Local Plan.
MM17	Para 5.38	<p>Policy SD2: Spatial Development Strategy</p> <p>In the period 1st April 2015 to 31st March 2017, 79, 564 1628 net additional dwellings were completed in Runnymede, a shortfall of 472 364 units required to deliver the OAN in full over this two four year period. A further 3,602 3517 net additional dwellings are also expected to come forward as part of the rolling five year housing land supply (2017 to 2022) which also includes the first phases of LGV, resulting in a net delivery of 720 703 dpa during this period. This annual supply over the next 5 years will ensure that the shortfall in housing provision during the first two four years of the Plan period is made up and also incorporates a buffer of 20% to allow for choice in the market and flexibility as required by the NPPF. Over the period 2021 to 2025, town centre regeneration schemes are expected to be delivered along with further phases of LGV and a</p>	No Likely Significant Effect of this MM – This change provides updated text regarding the housing provision in Runnymede and the requirement of making up the current shortfall in housing provision in the first four years of the Plan period. However, this shortfall is less than previously expected. This change will not have any impact on European sites.

Ref. Policy/ Proposed Main Modification
Number Para.

Likely Significant Effects

number of urban extensions. In the period 2025 to 2030, the final urban extensions are expected to come forward along with the ~~final~~ **latter** phases of LGV and development of the remaining identified opportunity areas.

MM18 Table 2 of Policy SD2: Spatial Development Strategy
policy SD2

Component	Dwellings	Notes
A) Housing required 2015 - 2030 to meet objectively assessed needs	7,507	
B) Homes completed 2015/16 to 2016/17 2018/19	565 1541	<u>Includes some completions at Longcross GV</u> <u>Includes loss of 4 for C2-C3 conversion in 2016/17</u>
C) C2 completions (±3) 2015/16 to 2016/17 2018/19 and surplus student accommodation completions (±1.8)	-4 87	<u>Where appropriate, a conversion from bedspace to equivalent house number (dividing by 3) has been applied up until 18/19 whereby a 1:1.8 ratio is applied</u>
D) Estimated supply from existing planning permissions (5 net and above)	507 362	
E) Windfall estimate for sites of 1 – 4 dwellings*	256 245	Assume supply will reduce by 15% from year 6 9 onward
F) Prior approvals	298 192	Assume supply will reduce by 15% from year 6 9 onward
G) Contribution from C2 older people's accommodation (±3 <u>until 18/19 thereafter ±1.8) (including 15% discount as appropriate) and surplus student accommodation (±1.8)</u>	191 295	15% discount applied to those with no permission or not started <u>Where appropriate, a conversion from bedspace to equivalent house number (dividing by 3) has been applied up until 18/19 whereby a 1:1.8 ratio is applied</u>
G H) New settlement at Longcross GV	1718 1649	<u>Excluding completion s and C2 contribution</u>

No Likely Significant Effect of this MM – This change updates the growth to be delivered by different components in the Local Plan. The total number of dwellings to be delivered is now updated with completions and older people's accommodation. There is no additional quantum of residential development allocated compared to the previous version of the Local Plan.

Ref. Policy/
Number Para. Proposed Main Modification

Likely Significant Effects

	H) Other strategic allocations and opportunity areas	3604 3229	
	I) Traveller accommodation on allocations	35	
	J) Housing from suitable SLAA sites including estate regeneration	452 455	See appendix B <u>for site maps</u>
	K) Underdelivery of 15% for sites non allocations not started (C3 only)	-139 -134.85	
	L) Total B-K	7480 7920	
	Total shortfall/ <u>excess</u> (against OAN over the period of the Local Plan)	27 +413	
	<u>*no permissions included +no permissions included</u>		
MM19	Policy SD3 table, phasing column	Policy SD3: Site Allocations	No Likely Significant Effect of this MM – These changes to the phasing of the sites reflect the need for mitigating impacts on the A320. The changes in phasing have no impact on European sites.
	Site	Phasing	
	Site 48: Hanworth Lane, Chertsey	2017-2025 <u>subject to delivery of necessary mitigation on the A320</u>	
	Site 60: Pyrcroft Road, Chertsey.	20223-2028 <u>7 subject to delivery of necessary mitigation on the A320</u>	
	Site 99: Longcross Garden Village.	2017-2030 <u>subject to delivery of necessary mitigation on the A320</u>	
	Site 231: St Peter's Hospital, Chertsey.	2019-2023 contingent on delivery of mitigation to the A320 <u>2020-2025 subject to delivery of necessary mitigation on the A320</u>	
	Site 254: Parcel B, Veterinary Laboratory site.	2023-2026 <u>subject to delivery of necessary mitigation on the A320</u>	
	Site 255: Chertsey Bittams, Parcel A, Green Lane	2019-2022 contingent on delivery of mitigation to the A320 <u>2023-2026 subject to delivery of necessary mitigation on the A320</u>	
	Site 255: Chertsey Bittams, Parcel B, Green Lane	2022-2024 contingent on delivery of mitigation to the A320 <u>2023-2026 subject to delivery of necessary mitigation on the A320</u>	

Ref. Policy/
Number Para. Proposed Main Modification

Likely Significant Effects

Site 255: Chertsey Bittams, Parcel C, Green Lane	Post 2027 contingent on delivery of mitigation to the A320 subject to delivery of necessary mitigation on the A320
Site 255: Chertsey Bittams, Parcel D, Green Lane	2019-2022 contingent on delivery of mitigation to the A320 2021-2025 subject to delivery of necessary mitigation on the A320
Site 255: Chertsey Bittams, Parcel E, Green Lane	2022-2027 contingent on delivery of mitigation to the A320 2023-2026 subject to delivery of necessary mitigation on the A320
Site 263: Ottershaw East, Brox Road, Ottershaw	2019-2023 2023-2027 subject to delivery of necessary mitigation on the A320
Chertsey Bittams. Parcel C. Last Land east of Woodside Farm	Residential development incorporating a minimum of 35 <u>9</u> net units and <u>2-11</u> traveller pitches

The following new row is also inserted into the Policy SD3 table:

SLAA site reference	Site	Type of scheme proposed	Phasing
<u>190</u>	<u>Strodes College Lane</u>	<u>Student accommodation or flattened scheme</u>	<u>2021-2023</u>

MM20 New para after 5.52 **Policy SD4: Active and Sustainable Travel**

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.

No Likely Significant Effect of this MM – This change represents an update regarding the Local Transport Strategy, which is prepared alongside the Local Plan. Since this promotes sustainable transport, it has no LSEs on any European sites.

Policy SD4, 5th bullet point **Policy SD4: Active and Sustainable Travel**

Safeguarding land at the A320 as identified on the adopted Policies Map (if required) for transport related infrastructure;
Refusing planning permission for any development which would compromise the delivery of the mitigation works required to the A320 and/or M25 Junction 11.

No Likely Significant Effect of this MM – This change refuses planning permission for any development that might compromise the mitigation works for the A320 and M25. It has no impact on any European site.

Ref. Number	Policy/ Para.	Proposed Main Modification	Likely Significant Effects
MM21	Policy SD6 2 nd para	<p>Policy SD6: Infrastructure provision and timing</p> <p>Development proposals, including those allocated in this plan which give rise to a need for infrastructure improvements will be expected to mitigate their impact, whether individually or cumulatively and at a rate and scale to meet the needs that arise from that development or a phase of that development, <u>while also taking account of other developments outside Runnymede that require mitigation from infrastructure schemes proposed within the Borough.</u> The standards of infrastructure delivery will be expected to comply with other policies set out within this Plan.</p>	<p>No Likely Significant Effect of this MM – This change acknowledges that developments outside Runnymede should be taken into consideration when phasing infrastructure delivery. The changes text has no LSEs on European sites.</p>
	Policy SD6 final para	<p>Policy SD6: Infrastructure provision and timing</p> <p>Development proposals which are dependent rely on the delivery of critical infrastructure projects will not only be permitted prior to completion of that project or where appropriate, a phase of that project which has been identified as necessary for the development to proceed, 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.</p>	<p>No Likely Significant Effect of this MM – This change acknowledges that developments in Runnymede will only be permitted if the essential infrastructure (or an infrastructure phase) serving that development has been delivered. This is a positive change that has no LSEs on European sites.</p>
MM22	New para after 5.104	<p>Policy SD10: Longcross Garden Village</p> <p><u>Surrey County Council and Runnymede Borough Council agree in principle that the continued delivery of residential development at Longcross Garden Village, in advance of the full completion of the A320 North of Woking Scheme, is technically feasible. Runnymede Borough Council anticipates that in the order of 600 homes (excluding completions and commitments arising from the existing hybrid planning permission) could be delivered at Longcross Garden Village in advance of the full completion of the A320 North of Woking Scheme in March 2024. The precise amount and types of housing to be delivered in advance of the A320 improvements will be determined through the planning application process. The detailed transport assessments submitted with future planning applications will consider the contribution from different options for minimising the net impact of traffic on the A320 corridor in order to facilitate the continued delivery of housing at Longcross Garden Village.</u></p>	<p>No Likely Significant Effect of this MM – This change clarifies the approach to the delivery of the Longcross Garden Village in light of the required A320 North of Woking Scheme. It details that new homes could be delivered prior to the completion of the scheme. However, this change has no bearing on any European site.</p>
	Policy SD10 criterion b) bullet point 2	<p>Policy SD10: Longcross Garden Village</p> <p>• At least 10 serviced plots and/or plots for Travelling Show People Gypsies and Travellers in groupings of at least 3 plots plots in accordance with SL22;</p>	<p>No Likely Significant Effect of this MM – This change clarifies that 10 serviced plots for Travelling Show People will be provided in the Plan period.</p>

Ref. Policy/ Proposed Main Modification
Number Para.

Likely Significant Effects

Policy SD10 **Policy SD10: Longcross Garden Village**

criterion b)

table

Affordable Type / Tenure	% Split	Size		
		1 bed	2 bed	3 bed
Affordable Rent	65% 60%	0%	65%	35%
Social Rent	10%	25% 20%	45% 65%	15%
Affordable Home Ownership Shared ownership	30% (of which at least half for shared ownership) 45%	50%	50%	0%
Starter Homes	40%	Subject to market value threshold		

No Likely Significant Effect of this MM – This table corrects the calculation to be consistent with the 2019 NPPF. This change is irrelevant to European sites.

Policy SD10 criterion e) bullet point 2 Delivery of on and off site improvements to the local road network to mitigate significant impacts as set out (but not limited to) in the Infrastructure Delivery Plan (IDP) and contribution towards **or delivery of** improvements to the A320 as set out in the final A320 Study;

No Likely Significant Effect of this MM – This is a small grammatical change and has no relevance to European sites.

Policy SD10 criterion e) bullet point 3 Provide funding towards, ~~and/or~~ provision of, ~~a~~ permanent bus services for the village which link with Longcross Railway Station and neighbouring settlements including **Woking, as the nearest** major **local** service centre. ~~outside of the Borough;~~

No Likely Significant Effect of this MM – This is a small grammatical change and has no relevance to European sites.

Policy SD10 criterion e) bullet point 4 A network of safe **and, as far as possible,** segregated cycling and walking links within the village which provide direct connectivity between different land uses within the **garden** village, ~~with~~ existing settlements (~~including the Longcross Barracks site~~) and the existing routes beyond the village boundaries;

No Likely Significant Effect of this MM – This is a small grammatical change and has no relevance to European sites.

Policy SD10 criterion e) last para In addition to the above, traffic generation targets will be negotiated with the developers, based upon an up-to-date transport assessment and any exceedances will be monitored and mitigated through measures outlined within a site-wide transport strategy **and secured through section 106 agreement.**

No Likely Significant Effect of this MM – This change details that measures outlined in site-specific transport strategies will be secured through section 106 agreements. This change has no relevance to European sites.

Policy SD10 criterion h) A phased approach to development demonstrating how each phase will contribute to and integrate with the design concepts of the village as a whole and be supported by the facilities & infrastructure necessary to ensure the village is a sustainable and thriving community. **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.**

No Likely Significant Effect of this MM – This change details that development in Longcross Garden Village will have to keep pace with the provision of infrastructure. This is a

Ref. Number	Policy/ Para.	Proposed Main Modification	Likely Significant Effects
			positive change that has no LSEs on European sites.
MM23	Policy SL2 criterion c)	Policy SL2: Housing allocation at Brox End Nursery, Ottershaw 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 rerouting <u>unless it would improve accessibility, safety and/or, attractiveness to users;</u>	No Likely Significant Effect of this MM – This change provides a clarification that is irrelevant to European sites.
	Policy SL2 criterion f)	Make a financial contribution(s) either through S106 or CIL (or its successor) towards the provision expansion of early years, and primary <u>and secondary school infrastructure; school infrastructure at Marshfields CofE Infant and Ottershaw CofE Junior Schools and a financial contribution towards secondary school infrastructure;</u>	No Likely Significant Effect of this MM – This change provides a clarification that is irrelevant to European sites.
MM24	Policy SL3 Timing	Policy SL3: Housing allocation at Hanworth Lane, Chertsey Between 2017-2025 <u>subject to delivery of necessary mitigation on the A320</u>	No Likely Significant Effect of this MM – This change provides a clarification that is irrelevant to European sites.
	Policy SL3 criterion c)	Contribute towards the improvement of and maximise opportunities to provide safe and attractive links to the existing public rights of way network especially FP35 avoiding severance and re-routing (<u>unless it would improve accessibility, safety and/or, attractiveness to users</u>) as well as links between the north and south parcels of the site;	No Likely Significant Effect of this MM – This change provides a clarification that is irrelevant to European sites.
	Policy SL3 criterion h)	h) Provide for the relocation of the existing school/college playing fields in a location appropriate for the needs of Salesian Secondary School/College. rather than provide or contribute to outdoor sports facilities and contribute toward off-site allotment provision contrary to Policy SL26; <u>i) For the avoidance of doubt, in relation to open space requirements for the site (policy SL26) it will be expected that open space provision for children and teenagers will be provided, on site wherever possible. A financial contribution towards off site allotments and enhanced outdoor sports facilities, proportionate to the development proposal will be required.</u>	No Likely Significant Effect of this MM – This change outlines that open space for children and teenagers will need to be delivered on-site. This change is irrelevant to European sites.
	Policy SL3 criterion i)	<u>j) Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site specific Travel Plan and Transport Assessment exploring opportunities for the site to link with or contribute to the A320 off road cycle route and/or National Cycle Route 4 from Chertsey to Egham.</u>	No Likely Significant Effect of this MM – This change states that measures to mitigate the impact of development on the local road network will need to be included. This change is irrelevant to European sites.
MM25	Policy SL5 criteria and i)	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	No Likely Significant Effect of this MM – This change outlines that open space for children and teenagers will

Ref. Number	Policy/ Para.	Proposed Main Modification	Likely Significant Effects
		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.	need to be delivered on-site. This change is irrelevant to European sites.
MM26	SL6 inset map	Policy SL6: Housing allocation at Pyrcroft Road, Chertsey Appendix 1 contains a summary document, which shows the difference between the existing and amended map at this site.	No Likely Significant Effect of this MM – This change clarifies the land availability for this site. It is irrelevant to European sites.
	Policy Timing	SL6 Between 20223-20287 subject to delivery of necessary mitigation on the A320	No Likely Significant Effect of this MM – This change adjusts the timing of the delivery of this site. It is irrelevant to European sites.
	Policy criterion c)	SL6 c) Take account of and retain site boundary vegetation in the design and layout of the site including TPO 235 fronting Pyrcroft Road and provide supplementary planting with native species where necessary; <u>This will need to be demonstrated and implemented through an appropriate landscaping strategy;</u>	No Likely Significant Effect of this MM – This change specifies that a landscaping strategy for the site will be required. It is irrelevant to European sites.
	Policy criterion f)	SL6 f) Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site specific Travel Plan and Transport Assessment. <u>Given the expected impact of development at the site on the A320, proportionate financial contributions to deliver relevant mitigation will be required. The applicant will also be expected to explore</u> exploring opportunities for the site to link with or contribute to the A320 off road cycle route and/or National Cycle Route 4 from Chertsey to Egham;	No Likely Significant Effect of this MM – This change specifies that a financial contribution towards mitigating effects on the A320 will be required. The change is irrelevant to European sites.
	Policy penultimate para	SL6 In the event that the area shown cross hatched shaded on the above plan does not come forward at the same time as the remainder of the allocation it will be expected to provide a minimum of 100 net additional C3 residential units with the remainder of the site providing a minimum of 175 net additional C3 residential units and 5 Gypsy/Traveller pitches.	No Likely Significant Effect of this MM – This change is short clarification text and is irrelevant to European sites.
MM27	Policy criterion d)	Policy SL7: Housing allocation at Thorpe Lea Road North, Egham Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site specific Travel Plan and Transport Assessment exploring opportunities for the site to link with or contribute to off-road cycle routes <u>and passenger transport infrastructure and services</u> in the area;	No Likely Significant Effect of this MM – This change provides a clarification that is irrelevant to European sites.
	Policy criterion and h)	SL7 <u>g) For the avoidance of doubt, in relation to open space requirements for the site (policy SL26) it will be expected that open space provision for children and teenagers will be provided on site wherever possible, whilst a financial contribution towards off site outdoor sports facilities and allotments will be required. Beyond this is will be expected that the applicant will</u> provide or contribute to any other infrastructure identified at application stage which is necessary to make the development acceptable in planning terms.	No Likely Significant Effect of this MM – This change outlines that open space for children and teenagers will need to be delivered on-site. This change is irrelevant to European sites.

Ref. Number	Policy/ Para.	Proposed Main Modification	Likely Significant Effects
MM28	SL8 inset map	Policy SL8: Housing allocation at Thorpe Lea Road West, Egham Appendix 2 contains a summary document, which shows the difference between the existing and amended map at this site.	No Likely Significant Effect – this change applies to aspects of the plan that are irrelevant to European sites.
	Policy criterion d)	SL8 d) 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 <u>unless it would improve accessibility, safety and/or, attractiveness to users;</u>	No Likely Significant Effect of this MM – This change provides a clarification that is irrelevant to European sites.
	Policy criterion f)	SL8 f) Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site specific Travel Plan and Transport Assessment exploring opportunities for the site to link with or contribute to off-road cycle routes <u>and passenger transport infrastructure and services</u> in the area;	No Likely Significant Effect of this MM – This change provides a clarification that is irrelevant to European sites.
	Policy criterion and j)	SL8 i) <u>i) For the avoidance of doubt, in relation to open space requirements for the site (policy SL26) it will be expected that open space provision for children and teenagers will be provided on site wherever possible, whilst a financial contribution towards off site outdoor sports facilities and allotments will be required. Beyond this is will be expected that the applicant will</u> provide or contribute to any other infrastructure identified at application stage which is necessary to make the development acceptable in planning terms.	No Likely Significant Effect of this MM – This change outlines that open space for children and teenagers will need to be delivered on-site. This change is irrelevant to European sites.
	Policy penultimate para	SL8 In the event that the areas shown cross hatched on the above plan do not come forward at the same time as the remainder of the allocation they will together be expected to provide a minimum of 55 net additional C3 residential units <u>and 1 net Gypsy/Traveller pitch</u> with the remainder of the site providing a minimum of 195 net additional C3 residential units and 3 <u>2</u> Gypsy/Traveller pitches	No Likely Significant Effect of this MM – This change addresses how housing will be delivered in the site. It is not relevant to European sites.
Policy final para	SL8 *Site Capacity Analysis evidence recommends 2500 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.	No Likely Significant Effect of this MM – This change ensures consistency with the Council's 2018 Addendum. It is not relevant to European sites.	
MM29	Policy criterion d)	Policy SL9: Housing allocation at Virginia Water North d) As a departure from Policy SL26. <u>For the avoidance of doubt, in relation to open space requirements for the site (policy SL26) it will expected that open space provision for children and teenagers will be provided on site wherever possible. For other open space typologies set out in Policy SL26 the site will be expected to</u> provide <u>on-site</u> open space in the form of a publically <u>publicly</u> accessible park & garden with a minimum size of 0.85ha, at the site rather than provide or contribute to outdoor sports facilities and allotments. If a suitable alternative piece of land can be found offsite in very close proximity, the provisions of SL26 should be met;	No Likely Significant Effect of this MM – This change outlines that open space for children and teenagers will need to be delivered on-site. This change is irrelevant to European sites.

Ref. Number	Policy/ Para.	Proposed Main Modification	Likely Significant Effects
	Policy criterion g)	SL9 g) Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site specific Travel Plan and Transport Assessment, exploring opportunities for the site to link with or contribute to the Christchurch Road off road cycle route to Virginia Water rail station <u>and to improve pedestrian access to public transport links;</u>	No Likely Significant Effect of this MM – This change provides a clarification that is irrelevant to European sites.
	Policy final para	SL9 <u>Dependent on the release of Gorse Hill Manor and Gorse Hill House, this parcel of land may not come forward for development by 2025.</u> In the event that the individual parcels of land comprising the Virginia Water North allocation do not come forward at the same time, each parcel should be brought forward for a minimum of: Merlewood – 86 net units Kenwolde – 26 net units Gorse Hill Manor & Gorse Hill House – 6 net units Rest of Site – 2 net units	No Likely Significant Effect of this MM – This change provides a clarification that is irrelevant to European sites.
MM30	Policy criterion b)	SL10 Policy SL10: Housing allocation at Virginia Water South b) Take account of site boundary vegetation and the built development strategy for unit <u>SS4W1</u> 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;	No Likely Significant Effect of this MM – This change provides a minor amendment that is irrelevant to European sites.
	Policy criterion e)	SL10 e) Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site specific Travel Plan and Transport Assessment, exploring opportunities for the site to link with, with or contribute towards to off road cycle routes <u>including those</u> at Longcross Garden Village <u>and to improve pedestrian access to public transport links;</u>	No Likely Significant Effect of this MM – This change provides a clarification that is irrelevant to European sites.
	Policy criteria and i)	SL10 h) <u>h) For the avoidance of doubt, in relation to open space requirements for the site (policy SL26) it will expected be expected that open space provision for children and teenagers will be provided on site wherever possible, whilst a financial contribution towards off site outdoor sports facilities will be required. Financial contributions for allotments will not be required from this site due to local overprovision and proportionate alternative off site contributions to other green space typologies will be required. Beyond this is will be expected that the applicant will provide or contribute to any other infrastructure identified at application stage which is necessary to make the development acceptable in planning terms.</u>	No Likely Significant Effect of this MM – This change outlines that open space for children and teenagers will need to be delivered on-site. This change is irrelevant to European sites.
MM31	Policy Timing	SL11 Policy SL11: Housing allocation at Parcel B, Vet Labs Site, Addlestone 2023-2026 <u>subject to delivery of necessary mitigation on the A320</u>	No Likely Significant Effect of this MM – This change provides a clarification that is irrelevant to European sites.
	Policy criterion b)	SL11 Take account of <u>TPO 421</u> , site boundary vegetation and the built development strategy for unit SS3 of the Surrey Landscape Character Assessment in the design, layout and landscaping of the site especially the western, <u>southern</u> and northern boundaries. This will need to be demonstrated and implemented through an appropriate landscaping strategy;	No Likely Significant Effect of this MM – This change provides a minor

Ref. Number	Policy/ Para.	Proposed Main Modification	Likely Significant Effects
			amendment that is irrelevant to European sites.
	Policy SL11 criterion e)	e) Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site specific Travel Plan and Transport Assessment. <u>Given the expected impact of development at the site on the A320, proportionate financial contributions to deliver relevant mitigation will be required. The applicant will also be expected to explore exploring opportunities to link with existing off-road cycle routes and passenger transport infrastructure and services;</u>	No Likely Significant Effect of this MM – This change specifies that a financial contribution towards mitigating effects on the A320 will be required. The change is irrelevant to European sites.
MM32	Policy SL12 Timing	Policy SL12: Housing allocation at Ottershaw East, Ottershaw <u>2019-2023 2023-2027 subject to delivery of necessary mitigation on the A320</u>	No Likely Significant Effect of this MM – This change provides a clarification that is irrelevant to European sites.
	Policy SL12 first line of policy	This 44.4 <u>6.6</u> ha site is located to the south east of Ottershaw and will deliver a high quality development that will:	No Likely Significant Effect of this MM – This change updates the size of the site allocation. However, it does not change the number of dwellings to be allocated. The change is irrelevant to European sites.
	Policy SL12 criterion a)	Make provision for <u>a minimum of</u> 200 C3 dwellings and 2 net additional serviced Gypsy/Traveller pitches;	No Likely Significant Effect of this MM – This change provides a minor amendment that is irrelevant to European sites.
	Policy SL12 criterion b)	Within the area shown purple on the plan above provide an area of SANG to avoid impacts to the Thames Basin Heaths Special Protection Area, as well as a contribution towards SAMM;	No Likely Significant Effect of this MM – This change deletes the text on SANG delivery here, moving it to the end of the policy.
	Policy SL12 criterion d)	d) c) Take account of TPO 50, site boundary vegetation and the built development strategy for unit SS4 of the Surrey Landscape Character Assessment in the design and layout of the site and provide new boundary planting with native species where necessary.	No Likely Significant Effect of this MM – This change provides a minor amendment that is irrelevant to European sites.

Ref. Number	Policy/ Para.	Proposed Main Modification	Likely Significant Effects
Policy SL12 criterion e)	SL12	e) d) Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site specific Travel Plan and Transport Assessment. <u>Given the expected impact of development at the site on the A320, proportionate financial contributions to deliver relevant mitigation will be required. The applicant will also be expected to explore</u> exploring opportunities for the site to link with or contribute to links to the A320 cycle route and/or contribute towards schemes in the Infrastructure Delivery Plan.	No Likely Significant Effect of this MM – This change specifies that a financial contribution towards mitigating effects on the A320 will be required. The change is irrelevant to European sites.
Policy SL12 criterion f)	SL12	e) f) Make a financial contribution(s) either through S106 or CIL (or its successor) towards the <u>provision expansion</u> of early years, and primary <u>and secondary school infrastructure;</u> school infrastructure at Marshfields CofE Infant and Ottershaw CofE Junior Schools and a financial contribution towards secondary school infrastructure;	No Likely Significant Effect of this MM – This change provides a minor amendment that is irrelevant to European sites.
Policy SL12 criterion g)	SL12	e) f) Provide 0.1ha of land and a <u>proportionate contribution to</u> the building of up to 800sqm for a new health facility comprising a GP surgery with associated parking and landscaping;	No Likely Significant Effect of this MM – This change provides a clarification that is irrelevant to European sites.
Policy SL12 new text after criterion j)	SL12	<u>Within the area shown purple on the plan above, provide an area of SANG to avoid impacts to the Thames Basin Heaths Special Protection Area, as well as a contribution towards SAMM</u>	No Likely Significant Effect of this MM – This change moves the requirement for SANG provision to the end of the policy, to reflect that the SANG lies outside the development site.
MM33	Policy SL13 Timing	<u>Policy SL13: Housing allocation at St Peter’s Hospital, Chertsey</u> 2019-2023 <u>2020-2025 subject to delivery of necessary mitigation on the A320.</u> contingent on delivery of mitigation to the A320.	No Likely Significant Effect of this MM – This change provides a minor amendment that is irrelevant to European sites.
Policy SL13 first paragraph	SL13	The St Peter’s Hospital allocation comprises 12.1ha of land sitting within the larger 31.7ha Hospital Complex <u>all of which sits outside the green belt</u> 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 s that will:	No Likely Significant Effect of this MM – This change provides a minor amendment that is irrelevant to European sites.
Policy SL13 criterion b)	SL13	Take account of TPO 244 <u>425</u> , 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;	No Likely Significant Effect of this MM – This change provides a minor amendment that is irrelevant to European sites.

Ref. Number	Policy/ Para.	Proposed Main Modification	Likely Significant Effects
	Policy SL13 criterion d)	Provide a financial contribution towards the provision of a community hub building and associated infrastructure at Parcel A, Chertsey Bittams rather than providing or contributing to outdoor sports facilities and allotments contrary to Policy SL26. <u>For the avoidance of doubt, it will be expected that open space provision for children and teenagers will be provided, on site wherever possible;</u>	No Likely Significant Effect of this MM – This change outlines that open space for children and teenagers will need to be delivered on-site. This change is irrelevant to European sites.
	Policy SL13 criterion e)	Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site specific Travel Plan and Transport Assessment. <u>Given the expected impact of development at the site on the A320, proportionate financial contributions to deliver relevant mitigation will be required. The applicant will also be expected to explore exploring opportunities for the site(s) to provide a link between the A320 off road cycle route and Holloway Hill/Stonehill Road; and contribute to the delivery of any measures identified in the A320 feasibility study;</u>	No Likely Significant Effect of this MM – This change specifies that a financial contribution towards mitigating effects on the A320 will be required. The change is irrelevant to European sites.
MM34	Policy SL14 Timing	Policy SL14: Housing allocation at Parcel A, Chertsey Bittams, Chertsey <u>2023-2026 subject to delivery of necessary mitigation on the A320 contingent on delivery of mitigation to the A320</u>	No Likely Significant Effect of this MM – This change provides a minor amendment that is irrelevant to European sites.
	Policy SL14 criterion d)	Contribute towards the improvement of and maximise opportunities to provide safe and attractive links to the existing public rights of way network, in particular incorporating access to and avoiding severance and re-routing of FP36 and 37 <u>unless it would improve accessibility, safety and/or, attractiveness to users;</u>	No Likely Significant Effect of this MM – This change provides a clarification that is irrelevant to European sites.
	Policy SL14 criterion g)	Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site specific Travel Plan and Transport Assessment. <u>Given the expected impact of development at the site on the A320, proportionate financial contributions to deliver relevant mitigation will be required. and contribute to the delivery of any measures identified in the A320 feasibility study;</u>	No Likely Significant Effect of this MM – This change specifies that a financial contribution towards mitigating effects on the A320 will be required. The change is irrelevant to European sites.
	Policy SL14 footnote 2, fourth sentence	For the avoidance of doubt, <u>it will be expected that open space provision for children and teenagers will be provided, on site wherever possible;</u> open space provision for children and teenagers in line with Policy SL26 will be required.	No Likely Significant Effect of this MM – This change outlines that open space for children and teenagers will need to be delivered on-site. This change is irrelevant to European sites.
MM35	Policy SL15 Timing	Policy SL15: Housing allocation at Parcel B, Chertsey Bittams, Chertsey	No Likely Significant Effect of this MM – This change provides a minor

Ref. Number	Policy/ Para.	Proposed Main Modification	Likely Significant Effects
		2022-2024 2023-2026 5 subject to delivery of necessary mitigation on the A320 contingent on delivery of mitigation to the A320	amendment that is irrelevant to European sites.
	Policy SL15 criterion d)	Contribute towards the improvement of and maximise opportunities to provide safe and attractive links to the existing public rights of way network, in particular incorporating access to and avoiding severance and re-routing of FP56 <u>unless it would improve accessibility, safety and/or, attractiveness to users;</u>	No Likely Significant Effect of this MM – This change provides a clarification that is irrelevant to European sites.
	Policy SL15 criterion f)	Provide a financial contribution towards the provision of a community hub building and associated infrastructure at Parcel A, Chertsey Bittams, rather than providing or contributing to outdoor sports facilities and allotments contrary to Policy SL26. For the avoidance of doubt, <u>it will be expected that open space provision for children and teenagers will be provided, on site wherever possible</u> open space provision for children and teenagers in line with Policy SL26 will be required;	No Likely Significant Effect of this MM – This change outlines that open space for children and teenagers will need to be delivered on-site. This change is irrelevant to European sites.
	Policy SL15 criterion g)	Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site specific Travel Plan and Transport Assessment. <u>Given the expected impact of development at the site on the A320, proportionate financial contributions to deliver relevant mitigation will be required.</u> and contribute to the delivery of any measures identified in the A320 feasibility study;	No Likely Significant Effect of this MM – This change specifies that a financial contribution towards mitigating effects on the A320 will be required. The change is irrelevant to European sites.
MM36	Policy SL16 Timing	Policy SL16: Housing allocation at Parcel C, Chertsey Bittams, Chertsey Post 2027 <u>subject to delivery of necessary mitigation on the A320</u> contingent on delivery of mitigation to the A320	No Likely Significant Effect of this MM – This change provides a minor amendment that is irrelevant to European sites.
	Policy SL16 criterion a)	Make provision for a minimum of 35-9 net additional C3 dwellings, and 1-11 net additional serviced Gypsy/Traveller pitches <u>and permanent retention of the existing temporary pitch;</u>	No Likely Significant Effect of this MM – This change specifies the remaining number of residential dwellings and gypsy / traveller pitches to be provided in the site. The amendment does not provide for residential development beyond the original quantum identified in the Local Plan. The change is irrelevant to European sites.
	Policy SL16 criterion f)	Provide a financial contribution towards the provision of a community hub building and associated infrastructure at Parcel A, Chertsey Bittams rather than providing or contributing to outdoor sports facilities and allotments contrary to Policy SL26. For	No Likely Significant Effect of this MM – This change outlines that open space for children and teenagers will

Ref. Number	Policy/ Para.	Proposed Main Modification	Likely Significant Effects
		the avoidance of doubt, it will be expected that open space provision for children and teenagers will be provided, on site wherever possible open space provision for children and teenagers in line with Policy SL26 will be required;	need to be delivered on-site. This change is irrelevant to European sites.
	Policy SL16 criterion g)	Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site specific Travel Plan and Transport Assessment. Given the expected impact of development at the site on the A320, proportionate financial contributions to deliver relevant mitigation will be required. and contribute to the delivery of any measures identified in the A320 feasibility study;	No Likely Significant Effect of this MM – This change specifies that a financial contribution towards mitigating effects on the A320 will be required. The change is irrelevant to European sites.
MM37	Policy SL17 Timing	Policy SL17: Housing allocation at Parcel D, Chertsey Bittams, Chertsey 2019-2022 contingent on delivery of mitigation to the A320 2021-2025 subject to delivery of necessary mitigation on the A320	No Likely Significant Effect of this MM – This change provides a minor amendment that is irrelevant to European sites.
	Policy SL17 criterion e)	Provide a financial contribution towards the provision of a community hub building and associated infrastructure at Parcel A, Chertsey Bittams rather than providing or contribution towards outdoor sports facilities and allotments contrary to policy SL26. For the avoidance of doubt, it will be expected that open space provision for children and teenagers will be provided, on site wherever possible open space provision for children and teenagers in line with Policy SL26 will be required;	No Likely Significant Effect of this MM – This change outlines that open space for children and teenagers will need to be delivered on-site. This change is irrelevant to European sites.
	Policy SL17 criterion f)	Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site specific Travel Plan and Transport Assessment. Given the expected impact of development at the site on the A320, proportionate financial contributions to deliver relevant mitigation will be required. and contribute to the delivery of any measures identified in the A320 feasibility study;	No Likely Significant Effect of this MM – This change specifies that a financial contribution towards mitigating effects on the A320 will be required. The change is irrelevant to European sites.
MM38	Policy SL18 Timing	Policy SL18: Housing allocation at Parcel D, Chertsey Bittams, Chertsey 2022-2027 contingent on delivery of mitigation to the A320 2023-2026 subject to delivery of necessary mitigation on the A320	No Likely Significant Effect of this MM – This change provides a minor amendment that is irrelevant to European sites.
	Policy SL18 criterion d)	Provide a financial contribution towards the provision of a community hub building and associated infrastructure at Parcel A, Chertsey Bittams rather than providing or contributing to outdoor sports facilities and allotments contrary to Policy SL26. For the avoidance of doubt, it will be expected that open space provision for children and teenagers will be provided, on site wherever possible open space provision for children and teenagers in line with Policy SL26 will be required;	No Likely Significant Effect of this MM – This change outlines that open space for children and teenagers will need to be delivered on-site. This change is irrelevant to European sites.

Ref. Number	Policy/ Para.	Proposed Main Modification	Likely Significant Effects
Policy SL18 criterion e)		Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site specific Travel Plan and Transport Assessment. <u>Given the expected impact of development at the site on the A320, proportionate financial contributions to deliver relevant mitigation will be required.</u> and contribute to the delivery of any relevant measures identified in the A320 feasibility study;	No Likely Significant Effect of this MM – This change specifies that a financial contribution towards mitigating effects on the A320 will be required. The change is irrelevant to European sites.
MM39	Para 6.31	<p>Policy SL20: Affordable Housing</p> <p>The definition of affordable housing includes <u>housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with one or more of the definitions in the 2019 & NPPF for affordable housing for rent, starter homes, discounted market sales housing, other affordable housing routes to home ownership.</u> social rented/affordable rented and intermediate housing as well as starter homes that are available to Borough households whose needs cannot be met by the market. To be 'affordable', the cost of housing must be low enough for eligible households to afford based on local incomes and house prices.</p>	No Likely Significant Effect of this MM – This change modifies the definition of affordable housing. The change is irrelevant to European sites.
	Para 6.34	Policy SL20 includes the requirement to provide affordable housing on all sites that result in a net gain of 14 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.	No Likely Significant Effect of this MM – This change provides a minor amendment to the number of units to be delivered as affordable housing. The change is irrelevant to European sites.
	Para SL20 1 st para	Over the period of the Local Plan the Council will seek to deliver 30% of all net additional dwellings as affordable units <u>of which about 70% will be provided as Affordable/Social Rent and 30% 20% provided</u> as other forms of affordable housing ⁴⁷ .	No Likely Significant Effect of this MM – This change adjusts the proportion of affordable housing to be delivered. The change is irrelevant to European sites.
	Para SL20 2 nd para	Development proposals of 14 10 or more (net) additional dwellings will be expected to provide 35% of dwellings as affordable units with a tenure split as above <u>which includes 10% of homes for affordable home ownership (starter homes, discounted market sales housing and/or other products which provide affordable routes to home ownership in line with the definition contained in the 2019 & NPPF)</u> ¹⁷ .	No Likely Significant Effect of this MM – This change adjusts the proportion of affordable housing to be delivered. The change is irrelevant to European sites.
	Para 6.40	<u>Paragraph 61 of the 2019 & NPPF confirms that the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies (including, but not limited to, those who require affordable housing). Paragraph 64 of the NPPF confirms that where major development involving the</u>	No Likely Significant Effect of this MM – This change adjusts the proportion of affordable housing to be delivered,

Ref. Number	Policy/ Para.	Proposed Main Modification	Likely Significant Effects
		<p>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). Paragraph 50 of the NPPF sets out that to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities, LPAs should (amongst other things), where they have identified that affordable housing is needed, set policies for meeting this need on site, unless off-site provision or a financial contribution of broadly equivalent value can be robustly justified (for example to improve or make more effective use of the existing housing stock) and the agreed approach contributes to the objective of creating mixed and balanced communities. Such policies should be sufficiently flexible to take account of changing market conditions over time.</p>	<p>aligning the policy with paragraph 64 of the NPPF. Therefore, the change is irrelevant to European sites.</p>
MM40	Para 6.41	<p>The Council's SHMA indicates a clear need for affordable housing in the Borough and the wider HMA and it is on this basis that policy SL21 SL20 has been formulated.</p>	<p>No Likely Significant Effect of this MM – This change provides a minor amendment that is irrelevant to European sites.</p>
	Footnote 17	<p>⁴⁷This includes starter homes, intermediate homes and shared ownership. And any other form of affordable housing as described by national guidance or legislation ¹⁷<u>Unless the requirement for affordable home ownership products is exempted through national planning policy</u></p>	<p>No Likely Significant Effect of this MM – This change provides a minor amendment that is irrelevant to European sites.</p>
MM40	Para 6.51 first sentence	<p>Policy SL22: Meeting the Needs of Gypsies, and Travellers and Travelling Showpeople The Local Plan sets a strategy for providing accommodation for Gypsies, Travellers and Travelling Showpeople through the delivery of sites on a number of the housing allocations and by considering proposals where these arise outside the allocated sites against the criteria in policy SL24 SL22 and national guidance.</p>	<p>No Likely Significant Effect of this MM – This change provides a minor amendment that is irrelevant to European sites.</p>
	New paragraphs after 6.51	<p><u>Allocations in the Local Plan seek to make provision to address the needs of households meeting the planning definition of Gypsies, Travellers and Travelling Showpeople. For households falling outside the planning definition of Gypsies, Travellers and Travelling Showpeople, existing provision in the Borough, including residential caravan parks, and policies elsewhere within the local plan which facilitate the provision of a range of housing types will enable the needs of such households to be addressed.</u></p> <p><u>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 in the borough. Notwithstanding, the Council is working in partnership with other Districts and Boroughs in Surrey and Surrey County Council to review opportunities to provide a transit site(s) in the County. Any new transit site coming forward in the plan period will be considered through the planning application process in line with local plan policies, including policy SL22.</u></p>	<p>No Likely Significant Effect of this MM – These additional paragraphs address the needs of those falling outside the planning definitions of gypsies, travellers and travelling showpeople. This change is irrelevant to European sites.</p>

Ref. Policy/ Proposed Main Modification
Number Para.

Likely Significant Effects

SL22 Policy Heading	Policy SL22: Meeting the needs of Gypsies, and Travellers and Travelling Showpeople	No Likely Significant Effect of this MM – This change provides a minor amendment that is irrelevant to European sites.												
Policy SL22 1 st para	Over the lifetime of the Local Plan the Council will plan to deliver 112 Gypsy/Traveller pitches and 19 Travelling Showmen Plots which will be expected to come forward as follows: 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:	No Likely Significant Effect of this MM – This change provides a minor amendment that is irrelevant to European sites.												
Policy SL22 table	<table border="1"> <thead> <tr> <th>Type</th> <th>2015-2022</th> <th>2023-2027</th> <th>2028-2030</th> </tr> </thead> <tbody> <tr> <td>Pitches</td> <td><u>71</u></td> <td><u>10-12</u></td> <td><u>6-0</u></td> </tr> <tr> <td>Plots</td> <td><u>16</u></td> <td><u>2</u></td> <td><u>1</u></td> </tr> </tbody> </table>	Type	2015-2022	2023-2027	2028-2030	Pitches	<u>71</u>	<u>10-12</u>	<u>6-0</u>	Plots	<u>16</u>	<u>2</u>	<u>1</u>	No Likely Significant Effect of this MM – This change provides up-to-date requirements for gypsy and traveller pitches / plots within Runnymede. This change does not alter the conclusions and recommendations from the original HRA.
Type	2015-2022	2023-2027	2028-2030											
Pitches	<u>71</u>	<u>10-12</u>	<u>6-0</u>											
Plots	<u>16</u>	<u>2</u>	<u>1</u>											
Policy SL22 2 nd para	The need for Gypsy and Traveller Accommodation will in part be addressed through the site allocations identified in this Plan and the granting of planning permissions. The Council remains committed to meeting identified needs (as set out in the Council’s most up to date assessment of needs at the time of consideration of any planning application) through a range of measures including: <u>-By addressing identified site management issues on authorised sites to ensure that Gypsies, Travellers and Travelling Showpeople who meet the planning definitions set out in Government policy are not being displaced from authorised sites;</u> <u>-By giving positive consideration to modest expansions of authorised traveller sites in the Borough, and proposals for the redevelopment of previously developed sites to provide pitches and plots where proposals would comply with other policies of this Plan, including Green Belt policies;</u> <u>-By attaching appropriate planning conditions and obligations to any planning approval granted, including a management agreement, to secure the measures set out in (i) to (vi) (and where applicable (vii)) of this policy, so far as they are relevant to the proposed development.</u>	No Likely Significant Effect of this MM – This change clarifies the Council’s strategy to meeting the needs of gypsies, travellers and travelling showpeople. This change is irrelevant to European sites.												
Policy SL22 3 rd para	In exceptional circumstances, 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:	No Likely Significant Effect of this MM – This change provides a minor amendment that is irrelevant to European sites.												

Ref. Number	Policy/ Para.	Proposed Main Modification	Likely Significant Effects
Policy 1 st point	SL22 bullet	<p>The exceptional circumstances demonstrating on-site provision is not feasible are proven</p>	<p>No Likely Significant Effect of this MM – This deletion provides a minor amendment that is irrelevant to European sites.</p>
Policy criteria list	SL22	<p>(i) the site is suitably connected by sustainable and active modes of transport to a settlement with existing health care, retail, and school facilities;</p> <p>(ii) the impact of development would not harm landscape character;</p> <p>(iii) the site can be safely accessed by pedestrians, vehicles and caravans to and from the highway;</p> <p>(iv) the site is located in flood zone 1 as shown on the Policies Map or in flood zone 2 if it can be demonstrated that both the sequential and exception tests can be passed.</p> <p>(v) <u>the site can be suitably connected to clean and foul water utilities;</u></p> <p>(vi) <u>all pitches/plots would be able to accommodate the reasonable amenities of the occupiers.</u></p> <p>The following criterion applies additionally to Travelling Showpeople accommodation only:</p> <p>(vii) <u>In addition to (vi) above</u>, the site should be suitable for the storage and maintenance of show equipment and associated vehicles without causing harm through conflict with other policies in the Plan. (vi) the site can be suitably connected to clean and foul water utilities;</p>	<p>No Likely Significant Effect of this MM – This change outlines that new pitches / plots need to be suitably connected to utilities. This is a positive change that will not have LSEs on European sites.</p>
Policy 7 th para	SL22	<p>Where traveller pitches are required to be provided on sites allocated through this Local Plan, the Council will secure their delivery through the imposition of <u>appropriate a-planning conditions or obligations</u> attached to any planning approval granted. <u>Those obligations will include an appropriate management agreement including measures to secure:</u></p> <p><u>= Phasing of site delivery and trigger points to secure early delivery, proportionate to the site delivery;</u></p> <p><u>= Measures to ensure the site is secured in perpetuity for Gypsies, Travellers or Travelling Showpeople (in accordance with the relevant definition from the Planning Policy for Traveller Sites, or any replacement guidance) as appropriate</u></p> <p><u>= A policy for Allocation (to preserve access for those with local connection);</u></p> <p><u>And,</u></p>	<p>No Likely Significant Effect of this MM – This change ensures that gypsy / traveller sites are delivered in phases and are maintained in perpetuity. This change is not relevant for European sites.</p>

Ref. Number	Policy/ Para.	Proposed Main Modification	Likely Significant Effects
		<p><u>-Further to Policy SL20, consideration of delivery of a proportion of the pitches or plots at below market value, as affordable housing, based on evidence of need as set out in the Council's latest GTAA and viability at the time of the application. This consideration applies to both the provision of pitches or plots on site and in cases where provision is proposed off site.</u></p>	
Policy last para	SL22	<p>The loss of authorised pitches and plots for gypsies, travellers and travelling showmen showpeople to other uses will be resisted unless it can be demonstrated that there is a surplus supply of traveller pitches and plots for gypsies and travellers in the Borough.</p>	<p>No Likely Significant Effect of this MM – This change provides a minor amendment that is irrelevant to European sites.</p>
MM41	Para 6.54	<p>Policy SL23: Accommodating Older People and Students</p> <p>The SHMA has identified that, given the growth in the older population and the higher levels of disability and health problems amongst older people¹⁸, there is likely to be an increased requirement for specialist housing in the Borough over the Plan period. However, this provision should be one of provide a range of tenures and types of accommodation that support independence, well-being and inclusion for older people and avoid should not contribute to the development of unbalanced communities which can arise when appropriate options are not provided for all sections of the population.</p> <p>Footnote 18 to read: ¹⁸As defined in the NPPF.</p>	<p>No Likely Significant Effect of this MM – This change clarifies the Council's strategy to accommodating older people and students. The change is irrelevant to European sites.</p>
New after 6.54	para para	<p><u>The Council's 2018 SHMA shows that the Borough is expected to see a notable increase in the older person population with the total number of people aged 65 and over projected to increase by 4,830 people over the period of the Local Plan. Although many older households will remain in the homes which they have lived for many years, some may wish to downsize. Furthermore, some older households will require specialist housing or support, or need adaptations to their homes. The increase in the older population may result in an increase in the number of people with dementia (by 480) and an increase of people with mobility problems (by 1049) between 2016 and 2030. The SHMA identifies a need for 37 additional units of specialist housing per year over the plan period and 13 bedspaces per year of residential care housing over this same period. This totals 750 units/bedspaces in total. It should be noted that these need figures could change over the period of the Local Plan as underpinning evidence/population forecasts are updated. The projected increase in the number of Runnymede residents over 65 years has implications in relation to the type of housing available and other considerations such as health and access to services.</u></p>	<p>No Likely Significant Effect of this MM – This change provides additional background information regarding the provision of housing for older people. The change is irrelevant to European sites.</p>
Para 6.56		<p>Some of the allocated sites¹⁹ 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.</p> <p>Footnote 19 to read: ¹⁹<u>At Longcross Garden Village and St Peter's Hospital, and Chertsey Bittams parcel D.</u></p>	<p>No Likely Significant Effect of this MM – This change provides a minor amendment that is irrelevant to European sites.</p>

Ref. Number	Policy/ Para.	Proposed Main Modification	Likely Significant Effects
Policy SL23 1 st para	<p>The Council will support proposals for specialist accommodation for older people, including sheltered housing, care homes and other appropriate forms of accommodation for the elderly and those with particular needs 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 are will be permitted, provided that the development meets a demonstrable established local community need; readily accessible to public transport, shops, local services, community facilities and social networks for residents, carers and their visitors;</p>	<p>No Likely Significant Effect of this MM – This change provides a minor amendment that is irrelevant to European sites.</p>	
Para 6.61	<p>Policy SL25 SL23 would help deliver this national policy requirement.</p>	<p>No Likely Significant Effect of this MM – This change provides a minor amendment that is irrelevant to European sites.</p>	
MM42	Para 6.65	<p>Policy SL24: Self & Custom Build Housing</p> <p>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 provision of self and custom housebuilding plots are required to be made available on residential schemes of 20 homes (gross) or more. A figure of 5% of the total dwelling numbers shall be made available for sale as self or custom housebuilding plots whilst there is an identified need on the Council's Selfbuild and Custom Housebuilding Register. The Council will have regard to the information in its Self & Custom Housebuilding Register when negotiating the mix of plots to come forward as self or custom build and will secure this through S106 or other legal agreements.</p>	<p>No Likely Significant Effect of this MM – This change relates to the provision of self and custom build housing within the Borough. This subject is irrelevant to European sites.</p>
Para 6.66	<p>On strategic development schemes of 50 or more homes where self-build and/or custom build homes are proposed sites, the delivery of a significant proportion of any self or custom build plots will be expected in the early stages of development. Where a site has five or more self or custom build dwellings, the Council may require these dwellings to be developed in accordance with an agreed design code. Where plots have been available at market value and marketed appropriately for at least 12 months and have not sold, the plot(s) may remain on the open market as self or custom build or be offered to the Council or a Housing Association before being built out by the developer.</p>	<p>No Likely Significant Effect of this MM – This change relates to the provision of self and custom build housing within the Borough. This subject is irrelevant to European sites.</p>	
Policy SL24	<p>To support prospective self & custom builders, development proposals of 20 or more (net) additional dwellings, including sites allocated in this Plan, will be expected to make available at least 5% of dwelling plots for sale to self or custom builders. Where an applicant considers that it is not feasible or viable to meet the 5% requirement the Council will expect this to be demonstrated with robust evidence and may negotiate a proportion which is achievable.</p> <p>The Council will negotiate the mix of self and custom build plots to be made available as informed by the Council's Self Build and Custom Housebuilding Register.</p>	<p>No Likely Significant Effect of this MM – This change relates to the provision of self and custom build housing within the Borough. This subject is irrelevant to European sites.</p>	

Ref. Number	Policy/ Para.	Proposed Main Modification	Likely Significant Effects
		<p><u>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.</u></p> <p><u>Large development schemes of 50 or more homes will be expected to demonstrate that consideration has been given to custom and self-build plots as part of housing mix with a serviced plot(s) being provided where there is an identified need and it is viable and feasible to do so.</u></p> <p><u>On sites where self and custom build plots are to be provided,</u> the Council will negotiate the mix of self and custom build plots to be made available as informed by the Council's Self Build and Custom Housebuilding Register.</p> <p>Where a plot has been made available and marketed appropriately for at least 12 months but has not sold, the plot may either remain on the open market for self or custom build or be offered to the Council or a Registered Provider before being built out by the developer for market housing.</p>	
Para 6.67		<p>Paragraph 50 of the NPPF states that to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities, LPAs should (amongst other things), plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community (such as, but not limited to, families with children, older people, people with disabilities, service families and people wishing to build their own homes). Policy SL26 SL24 would help deliver this national policy requirement.</p>	<p>No Likely Significant Effect of this MM – This change relates to the provision of self and custom build housing within the Borough. This subject is irrelevant to European sites.</p>
MM43	Para 6.76	<p>Policy SL26: Existing Open Space</p> <p>The OSS 2016 has identified the supply and quality of open space across the Borough, including type and location. Policy SL27 SL25 has been written in line with the findings and recommendations from the OSS.</p>	<p>No Likely Significant Effect of this MM – This change provides a minor amendment that is irrelevant to European sites.</p>
MM44	Para 7.3	<p>Policy EE1: Townscape and Landscape Quality</p> <p>Runnymede's Urban Character Appraisal (2009) and The Surrey Landscape Character Assessment (2015) sets out the general characteristics of Runnymede's townscape/landscape and how development can be sympathetic to and/or mitigate its impact. The Council are also preparing a Design SPD for the whole of Runnymede Borough which when adopted will support the implementation of Policy EE1 and other policies in the plan where they have a design implication. Urban Character Appraisal and Landscape Character Assessment will be used in the preparation of a general or specific design SPD, which may include elements of design coding to inform how development should consider design elements.</p>	<p>No Likely Significant Effect of this MM – This change provides for a Design Supplementary Planning Document, which will support policies that have a design implication. This change is irrelevant to European sites.</p>
New after 7.3	para para 7.3	<p><u>In considering proposals, including at preapplication 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</u></p>	<p>No Likely Significant Effect of this MM – This change provides for the use of Design Review Panels for new</p>

Ref. Number Policy/ Para. Proposed Main Modification

Likely Significant Effects

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.

planning applications. This change is irrelevant to European sites.

Policy EE1 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. ~~taking account of their impact at the earliest opportunity. Development proposals will be supported if they: of their impact~~ **In particular,** development proposals will be supported **where** if they:

No Likely Significant Effect of this MM – This change clarifies the Council's approach to design principles and aligns this more closely with the NPPF. This change is irrelevant to European sites.

- Create attractive and resilient places which make a positive contribution to the Borough's townscape, **public realm** and/or landscape ~~quality by respecting and enhancing the local, natural & historic character of the environment 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 & accessible connections between people and places for pedestrian & cycling movement and access to public transport, local facilities, green and blue infrastructure;**
- Reinforce locally distinctive patterns of development by paying particular regard to ~~scale, layout, building lines, materials, massing, bulk, density, height and topography;~~ Contribute to and enhance the quality of the public realm and/or landscape ~~character~~ **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;**
- ~~Provide an appropriate standard of private amenity space;~~
- ~~Ensure maximum opportunities for natural surveillance and other measures to design out crime and disorder;~~
- ~~Deliver layouts which offer safe, attractive, legible and permeable routes which are suitable for all users, linking people with places through a choice of active and sustainable travel choices delivered to best practice standards;~~
- ~~Avoid the loss of trees and other vegetation worthy of retention and supplemented with additional high quality planting, or where retention is not feasible or desirable provide for high quality replacement planting;~~
- ~~Have regard to relevant design codes or guidance set out in general or specific design Supplementary Planning Document, and through a Design & Access Statement demonstrating how design principles will be delivered. Development proposals will be expected to show the options considered through the early design process and reasons for rejected options and the preferred design.~~

Ref. Number	Policy/ Para.	Proposed Main Modification	Likely Significant Effects
		<ul style="list-style-type: none"> <u>Development proposals will be expected to take account of a scheme’s design at the earliest opportunity and demonstrate through the application process how design principles set out in this Policy and adopted planning documents have been met. For major developments, a Design & Access Statement should set out the design options considered through the design process and how these have evolved into the preferred design.</u> 	
MM45	Para 7.9	<p>Policy EE2: Environmental Protection</p> <p>Pollution can lead to adverse impacts on the natural environment and the health and wellbeing of individuals and communities. Pollution effects can come from a number of sources and affect receptors including air, soil and water and through noise, vibration, radiation, dust and particulate matter, odour and light. Development proposals should aim to ensure that any emissions from sources or impacts on receptors can either be fully mitigated or reduced to acceptable levels.</p> <p><u>Existing businesses and community facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established.</u></p>	<p>No Likely Significant Effect of this MM – This change stipulates that existing businesses and development should not have unreasonable restrictions imposed on them as a result of new development. The text continues to uphold the protection of air, soil and water. This change will not result in LSEs on European sites.</p>
	Policy EE2 new 1 st para	<p><u>Any report or assessment required by this policy will be expected to be written in line with best practice guidance or advice.</u></p>	<p>No Likely Significant Effect of this MM – This change is a minor amendment to Policy EE2. It will not result in LSEs on European sites.</p>
	Policy EE2 para 11	<p>Development proposals should be integrated effectively with existing businesses and community facilities and ensure that where an existing business or community facility has an effect that could be deemed a statutory nuisance as a result of the proposed development, <u>or where its operation could have a significant adverse effect on the proposed development (including changes of use),</u> the applicant will be required to <u>demonstrate at application stage that effective mitigation can be secured and implemented</u> suitable mitigation prior to completion of that development or a phase of that development.</p>	<p>No Likely Significant Effect of this MM – This change is an amendment to Policy EE2, stipulating that the applicant must demonstrate at the application stage that mitigation measures can be implemented to avoid adverse effects, prior to completion of the development (or a phase thereof). This positive change will not result in LSEs on European sites.</p>
	Policy EE2 para 13	<p>Any report or assessment required by this policy will be expected to be written in line with best practice guidance or advice.</p>	<p>No Likely Significant Effect of this MM – This deletion provides a minor amendment that is irrelevant to European sites.</p>

Ref. Number	Policy/ Para.	Proposed Main Modification	Likely Significant Effects
MM46	Policy EE9 3 rd and 4 th para	<p>Policy EE9: Biodiversity, Geodiversity and Nature Conservation</p> <p>Development proposals that affect sites with the highest protection, as set out in the Habitats Regulations, will not usually be permitted unless it can be demonstrated that the impact of proposals would not be likely to have a significant effect on these sites either alone or in combination with other plans or projects. In exceptional circumstances where a plan or project is being considered for approval, the sequential test as set out in the (Habitats) Regulations would need to first be passed and accompanied by a full appropriate assessment.</p> <p><u>Development proposals not directly related to the management of Ramsar, SPA, SAC as well as SSSI units forming part of these designations will not be permitted unless it can be demonstrated that the impact of proposals, either alone or in combination, will not result in likely significant effects. If significant effects remain even with the implementation of suitable avoidance and/or mitigation, development proposals will need to demonstrate that alternatives to the proposal have been fully explored and that Imperative Reasons of Overriding Public Interest (IROPI) exist. In these exceptional circumstances the Council will only permit development where suitable compensatory measures can be implemented.</u></p> <p>For development proposals that affect nationally, regional or locally protected sites not forming part of a Ramsar, SPA or SAC, permission will only be granted very special circumstances would be required to where it can be demonstrated that the benefits of the development proposal clearly outweigh the less harm to of the site. In instances where applications for development on or adjacent to sites that are not legally protected but are identified as important come forward, applicants will be expected and has to followed the hierarchy of mitigation so that biodiversity/geodiversity damage from development should first be avoided, then mitigated on-site and finally, as a last resort and where acceptable, offset.</p>	<p>No Likely Significant Effect of this MM – This change clarifies that development resulting in adverse effects (following mitigation measures) will need to demonstrate that alternative approaches have been fully explored and IROPI exist. This policy change will not result in LSEs on European sites.</p>
	Para 7.71	<p>It should be noted that the Council is committed to resurveying its SNCIs during the first five years of the Local Plan. <u>Any SNCIs identified through a resurvey will be considered in the same way as existing SNCIs.</u></p>	<p>No Likely Significant Effect of this MM – This change provides a minor amendment that will not result in LSEs on European sites.</p>
MM47	New para after 7.81	<p>Policy EE10: Thames Basin Heaths Special Protection Area</p> <p><u>This approach sets out that SANG of certain size will generally have a particular catchment. As a guide, SANG of 2-12ha will have a catchment of 2km; SANG of 12-20ha will have a catchment of 4km; SANG of 20ha or more will have a catchment of 5km.</u></p>	<p>No Likely Significant Effect of this MM – This change clarifies that the visitor catchment areas for SANGs of different size. These catchment areas accepted by Natural England and ensure the effective delivery of mitigation. This useful change will not result in LSEs on European sites.</p>

Ref. Number	Policy/ Para.	Proposed Main Modification	Likely Significant Effects
Para 7.82	<p>This approach also requires developers of housing schemes to provide, or make a financial contribution towards, SANG and SANG enhancement in the Borough. Whether provided by bespoke solutions or financial contributions the Council will secure SANG delivery through the use of Section 106 agreements. With the cap on the pooling of Section 106 contributions introduced by the CIL Regulations (2015) and enacted from April 2016, the Council is required to demonstrate that there is an appropriate mitigation strategy in place. The Council does not currently operate CIL and therefore has introduced a new approach to funding SANG. In addition to larger sites retaining an option to provide a bespoke SANG solution, there is a further option for developers to enter into a land transaction with the Council, for an appropriate financial sum to obtain a consent to utilise part of one of the Council's strategic SANG in mitigation.</p>	<p>No Likely Significant Effect of this MM – This change establishes the delivery and funding mechanisms for SANG provision, ensuring that adequate mitigation is provided. This useful change will not result in LSEs on European sites.</p>	
Policy EE10 3 rd bullet point	<ul style="list-style-type: none"> Contribute towards enhancing the strategic Suitable Alternative Natural Green Space provision that is made in the Council's Special Protection Area Interim Guidance or any subsequent update of it through the existing licensing scheme or any future agreed mechanism. Developments of fewer than 10 dwellings should not normally be required to be within a specified distance of SANG land; and 	<p>No Likely Significant Effect of this MM – This change establishes that developments of 10 or fewer dwellings do not need to be within the catchment area of particular SANGs. This change will not result in LSEs on European sites.</p>	
MM48	Para 7.89	<p>Policy EE11: Green Infrastructure</p> <p>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/ourwork/</p>	<p>No Likely Significant Effect of this MM – This change provides further information about BOAs and ideas for potential GI projects. This positive change will not result in LSEs on European sites.</p>
MM49	Para 7.103	<p>Policy EE13: Managing Flood Risk</p> <p>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.</p>	<p>No Likely Significant Effect of this MM – This change provides an amendment that will not result in LSEs on European sites.</p>
Policy EE13 final para	<p>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</p>	<p>No Likely Significant Effect of this MM – This change provides a better explanation of the land required for the</p>	

Ref. Number	Policy/ Para.	Proposed Main Modification	Likely Significant Effects
		<p>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.</u></p>	<p>River Thames Scheme and what is meant by safeguarded land. This change will not result in LSEs on European sites.</p>
MM50	Para 7.110	<p>Policy EE14: Extensions and Alterations to and Replacement of Buildings in the Green Belt</p> <p>The addition of a basement to a property is often seen as a way of adding additional footprint floorspace without impacting on the openness of the Green Belt. However, a basement is still an addition to the size of the original or existing building, and as such may result in disproportionality or a materially larger replacement, and therefore be contrary to Green Belt policy, causing harm to the Green Belt.</p>	<p>No Likely Significant Effect of this MM – This change provides a minor grammatical amendment that will not result in LSEs on European sites.</p>
	Policy EE14	<p>The National Planning Policy Framework states that the construction of new buildings is inappropriate development in the Green Belt. Exceptions to this are: a) Proportionate extensions and/or alteration of a building is not inappropriate development provided that it does not result in disproportionate additions over and above the size of the original building. s to existing residential and non-residential buildings taking into account the potential impact on the openness and the purposes of including the land in Green Belt.</p> <p><u>b) The replacement of a building is not inappropriate development provided the new building is in the same use and is not materially larger than the building it replaces nor cause significant harm to the openness and/or character of the Green Belt. In all cases, development proposals should maintain openness of the Green Belt and not conflict with the purposes of including the land in the Green Belt. In addition, new development should not materially increase the prominence of the development at the site.</u> When assessing a proposal with regard to harm to openness and whether it constitutes inappropriate development, the following considerations will be taken into account:</p> <ul style="list-style-type: none"> • The planning history of the site (post 1st July 1948) including any previous extensions or enlargements including previous works carried out under permitted development; • The current lawful use of the existing building(s); • The use of the proposed building(s)/extension; • Existing and proposed floorspace including mezzanine levels, space under roofs and covered balconies; • Alterations to Existing and proposed built footprint which may increase the spread and site coverage and reduce distances to boundaries or materially increase the prominence of the building; • Changes in mass, bulk and height of buildings including roof form changes and features, and any raising off ground to provide voids/flood mitigation; • Scale of buildings including from different aspects within and outside the site; 	<p>No Likely Significant Effect of this MM – This change clarifies the Council's approach to buildings in the Green Belt, better aligning the Local Plan with the 2019 NPPF. This includes a more explicit maintenance of the openness of the Green Belt. This change will not result in LSEs on European sites.</p>

Ref. Number	Policy/ Para.	Proposed Main Modification	Likely Significant Effects
		<ul style="list-style-type: none"> Inclusion of features which may impact on openness including basements and sunken areas, light wells, changes to ground levels including any exposed parts of buildings and ramps; Other ancillary aspects of a development proposal such as garages and other outbuildings, walls and gates, areas of hardstanding and their use and external storage will be considered additionally in respect of the built envelope, function and linkages to the main dwelling. These may cumulatively have an unacceptable impact on the openness of the Green Belt. 	
MM51	Policy EE15 1 st para	<p>Policy EE15: Re-use of Buildings in Green Belt</p> <p>The re-use of buildings in the Green Belt may is not be inappropriate provided the buildings are lawful and of permanent and substantial construction, the proposal preserves the openness of the Green Belt and does not conflict with the Green Belt purposes. When assessing proposals for re-use, the following factors considerations will be taken into account:</p>	No Likely Significant Effect of this MM – This change provides for minor grammatical amendments that will not result in LSEs on European sites.
MM52	Policy EE16	<p>Policy EE16: Outdoor Sport and Recreation in the Green Belt</p> <p>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 factors considerations will be taken into account:</p> <ul style="list-style-type: none"> the proposed building must be shown to be required and related to the lawful use of the land; proposals for stables/tack rooms must demonstrate the amount of development proposed is reasonably related to its intended use and the amount of pasture land available use of the land; proposals for maneges/all weather riding facilities will be expected to demonstrate the minimum required hard standing necessary for the facility, if this hardstanding is required. 	No Likely Significant Effect of this MM – This change provides for minor amendments in the policy text that will not result in LSEs on European sites.
MM53	Policy EE18	<p>Policy EE18: Engineering Operations in the Green Belt</p> <p>Proposals for engineering operations including laying of roads and hardstanding, material changes in land levels and formation of bunds are considered inappropriate development unless the applicant has demonstrated that the operations preserve the openness of the Green Belt at the site and its vicinity, and do not conflict with the purposes of the Green Belt relevant to the proposal. The extent and visual impact of the changes in land levels will be taken into account in assessing such proposals, as will the purpose and intent of future use of the hardstanding in order to ensure the visual effects are not harmful.</p>	No Likely Significant Effect of this MM – This change provides for a minor grammatical amendment that will not result in LSEs on European sites.
MM54	Policy EE19	<p>Policy EE19: Change of Use of Land in the Green Belt</p>	No Likely Significant Effect of this MM – This change provides for a minor

Ref. Number	Policy/ Para.	Proposed Main Modification	Likely Significant Effects
		Proposals for changes of use of land may not be inappropriate development per se but the change of use should have no greater impact on the openness of the Green Belt and the purpose of including land within it than the existing use. Furthermore, proposals for independent residential occupation use of land associated with husbandry of land or livestock are considered to be inappropriate development and harmful to the Green Belt in principle, <u>including residential use associated with husbandry of land or livestock.</u>	amendment that will not result in LSEs on European sites.
MM55	Policy IE1 Inset Map	Policy IE1: Employment Allocations Appendix 3 contains a summary document, which shows the difference between the existing and amended map at this site.	No Likely Significant Effect – this change applies to aspects of the plan that are irrelevant to European sites.
	Policy IE1 1 st para	This site of 7.9 7.7 ha will deliver a high quality employment development that will:	No Likely Significant Effect of this MM – This change provides an update to the area of an employment site. This will not result in LSEs on European sites.
	Policy criteria and c)	a) Provide a minimum in the region of 20,000 net additional sqm of B1c/B8 floorspace a) c) Within the 20,000 net additional sqm 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;	No Likely Significant Effect of this MM – This change provides for minor grammatical amendments to policy wording that will not result in LSEs on European sites.
	Policy IE1 2 nd para	It should be noted that the site is adjacent to the River Wey Navigation and its associated Biodiversity Opportunity Area (BOA) R04 (River Wey & tributaries) and SNCI, <u>as well as including deciduous woodland priority habitat on the northern part of the site.</u> 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).	No Likely Significant Effect of this MM – This change acknowledges the priority deciduous woodland habitat on site. It will not result in LSEs on European sites.
MM56	Policy IE3 5 th bullet point	Policy IE3: Catering for modern business needs • Support small scale rural offices or other small scale rural employment development, through conversion or redevelopment of existing buildings to provide well-designed new buildings business premises , provided they accord with the Council’s Green Belt policies.	No Likely Significant Effect of this MM – This change provides for a minor grammatical amendment to policy wording that will not result in LSEs on European sites.
MM57	Policy IE4 para ii)	Policy IE4: The Visitor Economy	No Likely Significant Effect of this MM – This change provides for a minor grammatical amendment to policy

Ref. Number	Policy/ Para.	Proposed Main Modification	Likely Significant Effects
		ii) The loss of existing tourist and leisure attractions, including arts, cultural and entertainment facilities and hotels will be strongly resisted unless replacement facilities of an of provision are proposed in a location equally accessible to the facility's current catchment area. Alternatively, robust evidence must be provided to demonstrate that:	wording that will not result in LSEs on European sites.
MM58	Policy IE6 3 rd para	Policy IE6: Town Centre Development Development proposals for use classes A2 to A5 and other town centre uses within the secondary shopping frontages, will only be permitted where a minimum of 30% of the total units are retained in A1 use. Residential uses will only be permitted on the ground floor within the Secondary Shopping Frontages in exceptional circumstances , where the use would not harm the vitality or viability of the centre.	No Likely Significant Effect of this MM – This change is a clarification of policy wording that will not result in LSEs on European sites.
	Table 3	Table 3-5 5: Forecast retail growth in the Borough's town centres over the Local Plan period (net m²).	No Likely Significant Effect of this MM – This change provides for minor amendments to Table 3. These changes are irrelevant to European sites.
MM59	Policy IE10 final para	Policy IE10: Egham Gateway West allocation *Student accommodation will be supported as part of residential development on this site. Where an application proposes student accommodation a proportionate reduction in general needs C3 residential units would be provided. <u>If student accommodation is not proposed the higher figure of 120 residential units is to be applied as a minimum.</u>	No Likely Significant Effect of this MM – This change clarifies the site requirements for the allocation, stating that 120 dwellings will be delivered if no student accommodation is coming forward. However, this change will not result in LSEs on European sites.
MM60	After policy IE10	New Policy IE11: Strodes College Lane allocation <u>Site ref and name</u> <u>Timing</u> 2021-2023 <u>Development requirements</u> <u>This 0.2ha site is located in Egham Town Centre. It is expected that the site will deliver development over the Plan period to include:</u> <u>a) a minimum of 100* units of student accommodation</u> <u>b) A use class* development at ground floor level development for Class A use * at ground floor level</u>	No Likely Significant Effect of this MM – This change introduces a new policy into the Local Plan, which will deliver 100 units of student accommodation. However, the site already has planning permission and therefore does not need to be reassessed here. This change will not result in LSEs on European sites.

Ref. Policy/ Proposed Main Modification
Number Para.

Likely Significant Effects

*Planning permission has been granted in February 2019 at the site, which accords with the level of development proposed through this allocation policy.

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.

In the design of any scheme, special regard will need to be paid to the designated and nondesignated heritage assets in close proximity to, and within the site.

Section 8 The inset maps for the Opportunity Areas following IE11 will be changed to reflect the new policies numbers given the proposed introduction of IE11.
(improving our economy)

No Likely Significant Effect of this MM – This change provides for a minor amendment that is irrelevant to European sites.

Para 8.57 – **Justification for inclusion of policies IE7 to ~~IE4~~ IE11**
8.58

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 ~~IE10~~ IE11 seek to comply with Local Plan objectives 4 and 14.

No Likely Significant Effect of this MM – This change provides for a minor amendment that is irrelevant to European sites.

Section 8 ~~Strodes College Lane Opportunity Area, Egham~~
(improving our economy)
pg. 168

Timing	2019
Development opportunity	This 0.2ha site is located in Egham Town Centre and over the period of the Local Plan is considered to present an opportunity for redevelopment. The site has previously benefitted from planning consent for a mixed use

No Likely Significant Effect of this MM – This change accounts for the fact that planning permission for the site has been granted and the site is no longer considered to be an opportunity area. This change has no LSEs on European sites.

Ref. Policy/ Proposed Main Modification
Number Para.

Likely Significant Effects

		<p>development which includes 14 residential units (under RU.13/0325).</p> <p>Whilst this consent has now expired, it is considered that this site remains an opportunity area for this type of development.</p> <p>In the design of any scheme, special regard will need to be paid to the designated and non-designated heritage assets in close proximity to, and within the site.</p> <p>This site is within the Total Catchment for the Source Protection Zone (SPZ3) for the potable abstraction at Chertsey. There is the potential for mobilisation of contaminants during development to impact on the Principal Aquifer, in particular as the site was formerly a Dry Cleaners. This should be considered in the design of any development proposal at the site.</p>	
<p>Para 8.60</p>	<p>Policy IE11IE12 seeks to comply with Local Plan objectives 4 and 14.</p>		<p>No Likely Significant Effect of this MM – This change provides for a minor amendment that is irrelevant to European sites.</p>
<p>Para 8.62</p>	<p>The local centres identified in Policy IE11IE13: 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.</p>		<p>No Likely Significant Effect of this MM – This change provides for a minor amendment that is irrelevant to European sites.</p>
<p>MM61</p> <p>suggest a petrol final para Aquifer</p>	<p>Policy IE11: Town Centre Opportunity Areas, Chertsey Opportunity Area: Sainsburys and car park</p> <p>This site is within the Outer Source This site is within the Outer Source Protection For clarity. opportunity Protection Zone (SPZ2) for the potable Zone (SPZ2) for the potable abstraction at area, abstraction at Chertsey and EA records Chertsey and EA records suggest that the area Developmesuggest that the area of the car park was of the car park was formerly a petrol station nt formerly a petrol station (previously (previously remediated). There is the potential opportunity remediated). There is the potential for for mobilisation of contaminants during final para mobilisation of contaminants during development. To</p>		<p>No Likely Significant Effect of this MM – This change explicitly states that any impacts on the principal aquifer will need to be mitigated. This positive change has no LSEs on European sites.</p>

Ref. Number	Policy/ Para.	Proposed Main Modification	Likely Significant Effects
		<p>mitigate impact on the development. To mitigate impact on the Principal Aquifer should be addressed. There Principal Aquifer should be addressed. <u>is potential for mobilisation of contaminants during development of this site. Therefore, any impacts on the Principal Aquifer will need to be mitigated as part of any development proposals coming forward.</u></p>	
Additional Note		<p>Note: Some changes have also been made to the glossary and appendices to the Local Plan. However, these are not part of the main body of the HRA and are therefore not assessed here. Furthermore, these changes generally reflect the changes made to policies and supporting text in the main body of the Local Plan. For example, Appendix A refers to the delivery of at least 7,507 homes (rather than the previously stated 7,480 homes).</p>	

3. Conclusion

- 3.1 This HRA has examined the potential implications of the Main Modifications for European sites. This assessment has determined that the proposed MMs will not lead to LSEs on European sites and do not introduce impact pathways that weren't already discussed in the 2017 HRA. Therefore, the HRA's conclusions and recommendations can continue to be relied upon.

