



# Planning Committee

Wednesday, 13 July 2022 at 6.30 pm

Council Chamber, Runnymede Civic Centre,  
Addlestone

## Members of the Committee

Councillors: M Willingale (Chairman), P Snow (Vice-Chairman), A Balkan, A Berardi, J Broadhead, R Bromley, V Cunningham, R Davies, E Gill, C Howorth, C Mann, I Mullens, M Nuti, 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

- 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](mailto: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 [Committee Meetings – Runnymede Borough Council](#)
- 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 email [publicspeaking@runnymede.gov.uk](mailto: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**

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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.

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**Part II**

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

Runnymede Borough CouncilPlanning CommitteeWednesday 22 June 2022 at 6.30 pm

Members of Committee present: Councillors P Snow (Vice-Chairman in the chair), A Balkan, J Broadhead, R Bromley, T Burton (Substitute, in place of Cllr S Whyte), D Coen (Substitute, in place of Cllr M Nuti), V Cunningham, E Gill, J R Furey (Substitute in place of Cllr M Willingale) C Howorth, R King (Substitute, in place of Cllr R Davies), C Mann, I Mullens, S Ringham (Substitute, in place of Cllr A Berardi) and J Wilson

Members of the Committee absent: None

In attendance: Councillors M Heath, S Jenkins and A King

**Minutes**

The Minutes of the meeting held on 1 June, 2022 were confirmed and signed as a correct record subject to the addition of the following wording in the preamble to the resolution in respect of RU 22/0086 (Fairmont Windsor Park Hotel, Wick Lane, Englefield Green):

*'A member of the committee queried if the fountain should or could be excluded from the advertisement consent, since they were of the opinion that it was a structure and may need full planning permission. The officer response was that this was a matter of fact and degree, the fountain appeared to be affixed to the main sign structure and made-up part of the branding for the hotel. As a matter of fact, and degree it was considered that on balance the fountain could reasonably form part of the advert, which is what had been applied for by the applicant. The term "advertisement" covers a wide range of advertisements and can include things as diverse as models, statues, LED screens, or large inflatables, and a theoretical example was given for example of the Universal Studios globe logo which could be a structure and an advert at the same time. In concluding that the fountain was a substantive part of the advert it would also have the same time limitations as main signage part of the advert (5 years).'*

**Apologies for Absence**

No apologies received.

**Declarations of interest**

Cllr Gill declared a Non registrable Interest in planning application RU 21/2211 as she had received assistance from Fairmont Hotel for her charitable endeavours during her Mayoral term. Whilst Cllr Gill felt able to consider this application with an open and fair mind, she was concerned that as the assistance was very recent, members of the public might perceive a conflict of interest. To avoid such a perception, Cllr Gill withdrew from the chamber and took no part in determination of the application.

Cllr Howorth declared a Non registrable interest in planning application RU 21/2211 as he knew the applicant who had donated to political campaigns. Cllr Howorth withdrew from the chamber and took no part in determination of the application.

Cllrs Balkan and Howorth declared Disclosable Pecuniary interests in the item on Draft Parking Guidance SPD as they are employees of Royal Holloway University of London. Both Councillors withdrew from the chamber and took no part in determination of the matter.

## Planning Applications

The planning applications listed below were considered by the Committee. All representations received on the applications were reported and copies had been made available for inspection by Members before the meeting. The Addendum had also been published on the Council's website on the day of the meeting. Objectors and applicants and /or their agents addressed the Committee on the applications specified.

**RESOLVED that –**

**the following applications be determined as indicated: -**

<b><u>APP NO</u></b>	<b><u>LOCATION, PROPOSAL AND DECISION</u></b>
<b>RU 21/0893</b>	<b>Chilsey Green Farm, Pycroft Road, Chertsey</b>

The erection of 170 dwellings and the provision of five permanent serviced pitches for gypsies /travellers including associated parking, landscaping, public open space and infrastructure following demolition of the existing outbuildings on site.

*Comments were made by Members regarding ownership and liability for maintenance of the Rutherwyk ditch and potential exacerbation of flooding from the watercourse, traffic generation, construction traffic entering the site around school opening and closing times, level of financial contribution to Demand Responsive Transport Service, restriction on use of garages to parking of vehicles, impact on surrounding property, and reptile mitigation.*

*In response to comments made, Officers commented that the site was an allocated site for housing development in the Local Plan and the principle of development had been established.*

*The ownership and liability for maintenance of the ditch was not a planning matter. The scheme had been designed to mitigate its own impact. There had been no objection from LLFA, EA and RBC Drainage Engineers and the drainage scheme was considered acceptable in flooding and drainage terms.*

*Surface water at the site would be provided with appropriate attenuation measures and would have a controlled release into the ditch and a management and maintenance plan of the surface water strategy would be required to be submitted by condition 9.*

*The developer had no obligation to maintain the ditch but was willing to mitigate the risk of significant debris from the development site entering or obstructing the Rutherwyk ditch in so far as was practicable and to facilitate access from the development site to the ditch for the EA or any other organisation who was formally responsible for management of the ditch for purposes of maintenance and condition 26 would be amended accordingly.*

*No objection had been received from CHA based on recent highway assessments and the amount of additional traffic was considered acceptable in highway terms. The developer had committed to introducing highway measures to improve highway safety around Pycroft School. The Development was also making a significant contribution to the A320 improvements. The Construction Management Plan would address access to the site by construction vehicles.*

*The level of financial contribution was appropriate for this development and there was no evidence to suggest it should be increased. In the condition for a Construction Management Plan reference would be made to encourage the developer to work in a considerate manner to minimise inconvenience. Condition 20 required a reptile mitigation method statement to be submitted prior to commencement of works.*

*Members requested that an extra condition be imposed requiring garages to be retained for the parking of vehicles and not converted to additional habitable accommodation without the benefit of planning permission in order to maintain an appropriate level of parking on the site.*

#### **Resolved that**

**The CHDMBC be authorised to grant planning permission subject to the completion of a Section 106 legal agreement under the Town and Country Planning Act 1990 (as amended) to secure the following obligations:**

- 1) **SAMM £134,280 and SANG £337,005 (TBH SPA – Financial Contribution);**
- 2) **The provision of 5 Gypsy and Traveller Pitches including a clear phasing for their timely delivery;**
- 3) **The provision and deliverability of 35% affordable Housing - 27 affordable rent, 5 social rent, 13 shared ownership, 13 First Time Homes;**
- 4) **Secure Management Arrangements for the maintenance of the open space and equipped play spaces and public access;**
- 5) **Delivery of the Community Orchard;**
- 6) **To secure through a Section 278 Agreement with the Local Highways Authority vehicular access to Pycroft Road, and the provision of a school safety zone which would include additional parking restrictions and parking spaces, signage and raised tables on both approaches to the school to reduce speeds along this section of Pycroft Road;**
- 7) **Transportation improvements and contributions including:**
  - **A financial contribution of £2,836,736.76 towards mitigation measures on the A320**
  - **A financial contribution to Demand Responsive Transport Service for £80,000 Index linked to RPIx from date of signing S106 for a period of 5 years**
  - **Travel Plan auditing fee of £6,150.**

**All figures and contributions will also need to be finalised in negotiation with the applicant and relevant consultees and final authority in these negotiations is given to the CHDMBC;**

**And subject to conditions (conditions 12 and 26 amended as per addendum), reasons and informatives listed on the agenda with additional condition requiring garages to be retained for the parking of vehicles and not converted to additional habitable accommodation without the benefit of planning permission, and reference in the condition for a Construction Management Plan to encourage the developer to work in a considerate manner to minimise inconvenience.**

**The CHDMBC be authorised to refuse planning permission should the s106 not progress to his satisfaction, or if any other material planning matters arise prior to the issuing of the decision that in the opinion of the CHDMBC would warrant the refusal of planning permission.**

(Ms Theil, an objector, and Mr Steele, agent for applicant, addressed the Committee on this application)

**RU 21/2211 Dell Park House and Fairmont Hotel, Wick Lane, Englefield Green**

Application seeking retrospective planning permission for the proposed retention of 4 detached treehouse lodges ancillary to the existing hotel use at Fairmont Hotel with associated access and pathways and the proposed part change of use of existing land at Dell Park House for hotel use (Use Class C1)

*Key concerns raised early in the debate by some Members related to spatial impact of development on Green Belt and the harms caused to openness by virtue of its scale, volume, height, form and visual impact. Concerns were also raised on ecological and arboricultural grounds.*

*In presenting the scheme and answering Member questions, Officers commented that the most important characteristic of Green Belt was its openness and harm to the Green Belt should be given substantial weight. The report set out a finely balanced 'planning balance' that on balance led to a recommendation to approve the scheme. However, the weight attributable to individual harms or benefits was a matter for the decision maker (in this case the Committee).*

*Officers noted that the treehouse volume would be raised up and as such had the potential to have a greater spatial impact than the buildings to be demolished, which were single storey. For this reason it was noted that the developer had proposed significantly more floor space to be demolished than was proposed, with the aim of trying to offset and mitigate the increased height and volume of the proposed. It was noted that 700m<sup>2</sup> of curtilage buildings were to be demolished, and 500m<sup>2</sup> of new floor space was proposed.*

*In the view of officers the visual Green Belt impact of the development was lesser than the existing buildings as officers considered that there was visual mitigation by the substantial evergreen screening and the reduction in spread of development across the site. This combined with the reduction in floor space and the other factors in the report led to an 'on balance' recommendation in favour. This was a finely balanced recommendation. The CHDMBC however advised that ultimately the weight given to the very special circumstances was a matter for the Committee to determine in its role as decision maker.*

*In response to queries, the Committee was advised that retrospective applications were permitted in law and had to be treated like all other applications in decision making. The Council's Tree Officer considered that the loss of trees would be mitigated by the proposed extensive planting. Sufficient parking existed on site and noise should not be a problem as the treehouses were a significant distance away from residential properties. No evidence existed that protected species had been affected by the development and condition 5 required biodiversity enhancements.*

*Significant discussion and debate occurred and a significant number of Members stated that having given due regard to the material considerations they had concerns over the impact upon the Green Belt and stated that they did not consider that very special circumstances existed to justify the development.*

*Some Members, however, felt that the harm to the Green Belt was overcome by the very special circumstances put forward by the applicant and a Motion to authorise the CHDMBC to grant planning permission was moved and seconded. The Motion was lost.*

*A recorded vote was taken on the Motion and the voting was as follows;*

*For approval: 4 (Cllrs Broadhead, Bromley, Furey and Snow)  
Against :9 (Cllrs Balkan, Burton, Coen, Cunningham, King, Mann, Mullens, Ringham and Wilson)  
Abstentions :0*

*Debate recommenced about the perceived harms of the development. A majority of Members indicated that they did not consider that the amount of development proposed to be demolished would offset the harm caused by the proposed development, particularly given the increased height and volume of the tree houses. Some Members also considered that the treehouses had the potential to have a greater visual impact in Green Belt terms. In the debate there was consensus amongst Members who had voted against the first Motion that the amount of weight attributed to the demolished structures in the recommendation was too great and should be reduced from very significant weight to moderate weight. The relatively unique offer of the tree houses and benefits to the brand and diversity of the hotel's offering was felt by many Members to only have limited weight rather than moderate weight as set out in the report.*

*As a result of this a significant number of Members considered that this affected the overall planning balance and that this meant that the factors in favour of the scheme did not in their view clearly outweigh the harm to the Green Belt. Thus Very Special Circumstances had not been demonstrated.*

*A Motion was moved and seconded that the application be refused on grounds that the development was inappropriate development in the Green Belt and the harms caused to openness by virtue of its scale, volume, height and form were not clearly outweighed by the Very Special Circumstances put forward by the applicant.*

*The Motion was passed.*

*A recorded vote was taken on the Motion and the voting was as follows:*

*For refusal: 9 (Cllrs Balkan, Burton, Coen, Cunningham, King, Mann, Mullens, Ringham and Wilson)*



*Against: 3 (Cllrs Broadhead, Bromley and Furey)*

*Abstention: 1(Cllr Snow)*

**Resolved that**

**The CHDMBC be authorised to refuse planning permission for the reason that the development is inappropriate development in the Green Belt and the harms caused to openness by virtue of its scale, volume, height and form are not clearly outweighed by the Very Special Circumstances put forward by the applicant.**

(Mr Gates, an objector, and Mr Arora, the applicant, addressed the Committee on this application)

**RU 22/0435 19 The Avenue, Egham**

Advertisement consent for 1 No 8m high internally illuminated sign

*Some Members raised concerns over the sign, in particular the harm to visual amenity and impact on environment, light pollution to adjoining properties, size of the sign and impact on the historic prominence of trees near the site. Other Members considered that the signage was appropriate in an urban area.*

*The CHDMBC commented that the site was an existing commercial premises where there were several other signs and adverts visible and located opposite a petrol station which also had signs visible. The proposed signage was also located close to the raised section of the M25 which removed most medium and long range views. The signage was considered to be visually acceptable and in keeping with the surrounding area and the host site and would not materially harm the visual amenities of the area. Given the context of the site and the separation to other properties, it was considered by officers that a reason for refusal on amenity grounds would be hard to justify at an appeal.*

*A Motion was moved and seconded to defer the application to allow Officers to request the applicant to consider some other less intrusive form of signage. The Motion was lost.*

*Following defeat of the Motion to defer, a Motion to authorise the CHDMBC to approve the application was moved and seconded and passed and it was*

**Resolved that**

**The CHDMBC be authorised to grant planning permission subject to the conditions, reasons and Informative listed on the agenda.**

**Draft Revised Parking Guidance Supplementary Planning Document**

The Committee received and considered the draft revised Parking Guidance SPD .

The draft revised parking guidance had been prepared to reflect the up-to-date guidance set out in the NPPF and to support the policies contained in the Runnymede 2030 Local Plan. The guidance had been prepared taking account of national planning guidance and the updated parking guidance published by Surrey County Council in November 2021. The

additional consultancy work undertaken by Project Centre Limited also provided the Planning Committee with further detailed advice and alternative recommendations around parking standards for new office developments and PBSA schemes and the Committee agreed their preferred options in relation thereto as set out in the resolution below. The guidance sought to provide a degree of certainty for developers and communities in respect of the levels of vehicular and cycle parking that would be required in association with new development but also provided flexibility to assess individual schemes where that might be more appropriate given the nature of development proposed. The draft revised guidance also sought to take account of the locational characteristics and the ability to travel by walking, cycling and use of public transport where those modes of travel were convenient options, the need to plan for greater use of electric vehicles in the future and the potential need to control on-street car parking in certain locations through the use of controlled parking zones (CPZs). In presenting the report the Local Plans Manager confirmed that there was no known negative equality implications.

The Committee was supportive of the draft SPD and confirmed their preferred options in relation to parking standards for new office developments and PBSA schemes. The words 'Car-free (Blue Badge parking only) encouraged' would be deleted from the proposed parking standard for sites within RHUL and Egham Station Sustainable Access Zones as it was felt this undermined the standard. The draft SPD would be subject to a 6-week period of public consultation to seek the views of local communities and other interested parties on the draft guidance. During that consultation Officers would ascertain if SCC was supportive of Priority Parking Areas. Furthermore as part of the public consultation on the SPD, Project Centre Limited and officers in the Planning Policy team would be arranging an evening presentation for any members of the public who would find it helpful to find out more about the parking standards contained in the SPD, particularly those related to PBSA and new office developments. This would include a question and answer session and Members would be informed of the dates when the consultation would run and the date of the presentation.

Once public consultation feedback had been considered, the SPD would be reported back to the Planning Committee for final consideration and potential adoption.

The Local Plans Manager was thanked for her work on the draft SPD.

#### **Resolved that:**

- 1. The draft revised Runnymede Borough Parking Guidance Supplementary Planning Document (SPD) including the standards shown in 2 and 3 below be approved for public consultation for a period of six weeks.**
- 2. The vehicular parking standard for inclusion in the draft Runnymede Parking Guidance SPD for new office development be:**  
  
**1 car parking space per 200sqm in town centre locations (within 400m of a bus stop providing a minimum of 4 buses per hour and located within 800m of a train station) and 1 space per 30sqm in all other areas (Project Centre Limited recommended standard).**
- 3. The vehicular parking standard for inclusion in the draft Runnymede Parking Guidance SPD for new purpose built student accommodation be:**

<b>Sustainable access zone</b>	<b>Proposed parking standard (maximum)</b>
Sites ONLY within RHUL Sustainable Access Zone	Staff: 1 space per 2 staff Student: 1 space per 7 beds

Sites ONLY within Egham Station Sustainable Access Zone	Staff: 1 space per 2 staff Student: 1 space per 7 beds
Sites within RHUL AND Egham Station Sustainable Access Zones	Staff: 1 space per 2 staff Student: 1 space per 10 beds.
Sites OUTSIDE Sustainable Access Zones	Individual assessment, requiring robust justification of parking levels and sustainable access.

(The meeting ended at 10.36 pm)

Chairman

## **Planning Applications**

The planning applications to be determined by the Committee are attached. Officers' recommendations are included in the application reports. Please be aware that the plans provided within this agenda are for locational purposes only and may not show recent extensions and alterations that have not yet been recorded by the Ordnance Survey.

**If Members have particular queries on the applications, please contact Ashley Smith, Corporate Head of Development Management and Building Control by two working days before the meeting**

Copies of all letters of representation are available for Members and the public to view on the Planning pages of the Council website

<http://planning.runnymede.gov.uk/Northgate/PlanningExplorer/GeneralSearch.aspx>.

Enter the planning application number you are interested in, and click on documents, and you will see all the representations received as well as the application documents.

**(To resolve)**

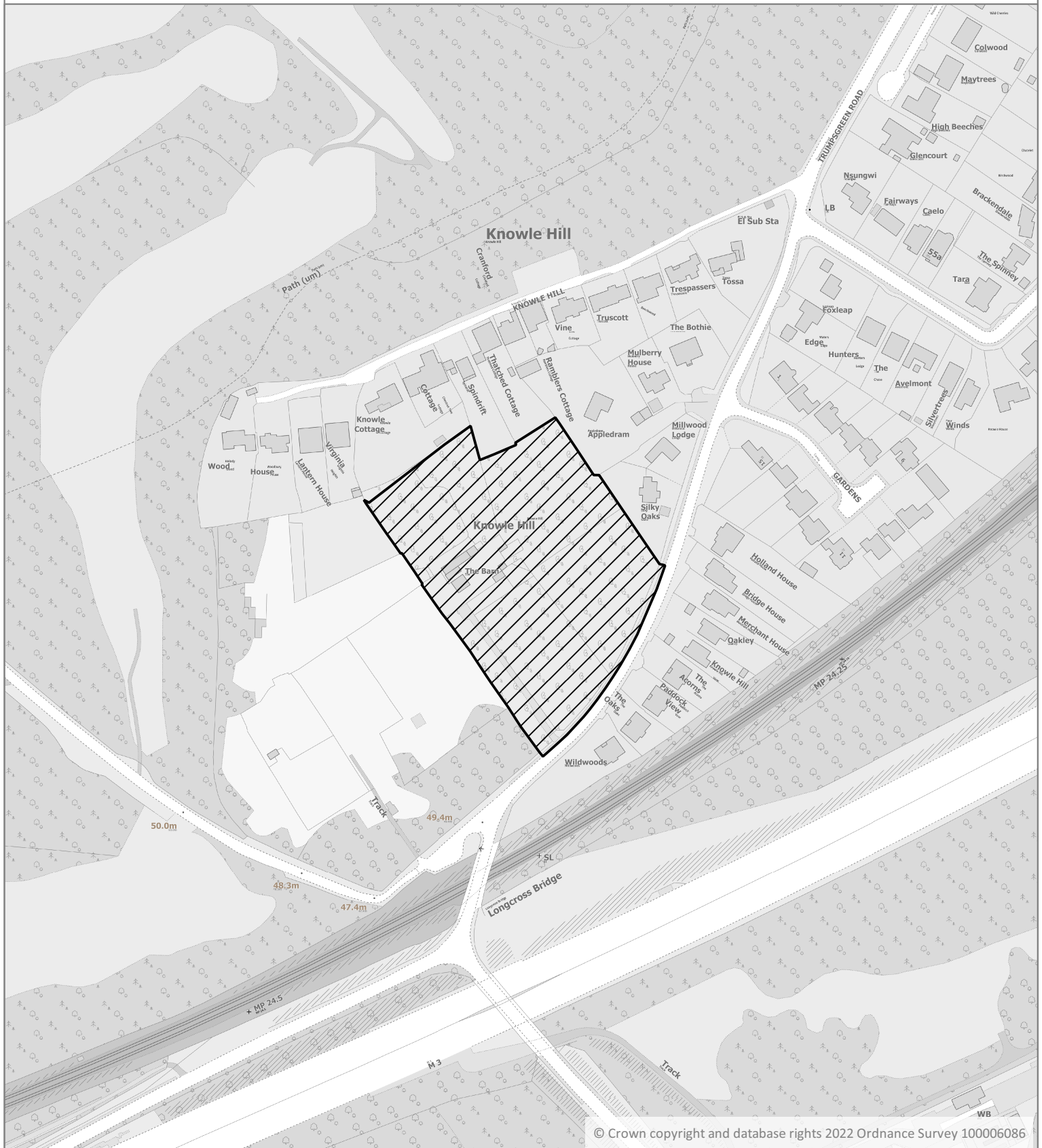
### **Background Papers**

A list of background papers is available from the Planning Business Centre.



Date: 13/07/2022

**Land North of Trumps Green Road, Virginia Water**



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Scale: 1:3,000

0 100 200 m

**RU.22/0278**



## Committee Agenda Reference: 5A

<b>APPLICATION REF:</b>	<b>RU.22/0278</b>
<b>LOCATION</b>	Land North of Trumps Green Road, Virginia Water
<b>PROPOSAL</b>	Outline Planning Permission for Demolition of existing structures and erection of up to 67 new homes (35% affordable), provision of 1 travellers pitch, and new vehicular access via Trumps Green Road together with associated car parking, open space and landscaping with Access only to be considered with all other matters reserved.
<b>TYPE</b>	Outline Application
<b>EXPIRY DATE</b>	24/05/2022
<b>WARD</b>	Virginia Water
<b>CASE OFFICER</b>	Justin Williams
<b>REASON FOR COMMITTEE DETERMINATION</b>	Major application
<i>If you have questions about this report please contact Ashley Smith, Victoria Gibson or the case officer.</i>	

### 1. Summary Of Recommendation

<b>It is recommended the Planning Committee authorises the CHDMBC:</b>	
<b>1</b>	<b>To approve the application subject to the completion of a S106 agreement and planning conditions including a mitigation strategy to include a translocation site for the protected reptiles on the site and to provide biodiversity net gain.</b>
<b>2</b>	<b>To refuse planning permission at the discretion of the CHDMBC should the s106 not progress to his satisfaction or if any other material planning matters arise prior to the issuing of the decision that in the opinion of the CHDMBC would warrant the refusal of planning permission.</b>

### 2. Details Of The Site And Its Surroundings

- 2.1 The application site is part of a wider site allocation for 140 net additional dwellings and two serviced gypsy and traveller pitches under Policy SL10. This site covers approximately a third of the area of this allocation and would bring forward up to 67 units. The site is located on the edge of a residential area with residential properties to the north, east and south with woodland and Wentworth Golf Course to the west of the site. Tree Preservation Order no. 420 covers an Oak tree to the front of the site and a group of trees to the west of the site in

the remaining parcel. TPO 462 covers groups of other trees located on the eastern boundary of the site and some towards the front of the site. The site is also on a slight hill with the land levels increasing from South to North. The site lies within the Urban Area and is within the Virginia Water Neighbourhood Area.

### 3. Application Details

- 3.1 The applicant has applied for Outline Planning Permission for the erection of up to 67 units with affordable housing, 1 gypsy / traveller pitch and an area of public open space in the centre of the site. The matter for consideration is access only with all other matters reserved.
- 3.2 The site would be accessed off Trumps Green Road, creating a new access with a second emergency access also proposed.
- 3.3 The applicant has submitted a Design and Access statement which details how the layout of the site has evolved, and the number of units identified. This refers to the proposed development being predominantly 2 storey with 2.5 – 3 storey units at different places throughout the estate, with the traveller pitch located in the southwestern corner of the site with space to include an amenity building, mobile home and touring caravan as well as hardstanding and landscaping area. The mix of the proposed development would be the following.

No of bedrooms	Private housing	Affordable housing 35% To be split between Affordable rent (53%, Shared ownership 22% and First homes 25%
1 (flat)	4 (9%)	8
2 (flat)	0	6
2	15 (35%)	3
3	13 (30%)	5
4	9 (21%)	2
5	2 (5%)	
Total	43	24

- 3.4 The applicant has also submitted a Transport Assessment and Travel Plan. The Assessment states that EV charging points will be provided at the site along with cycle parking for the occupiers. The applicant has submitted routes showing pedestrian links to Virginia Water and Longcross Garden Village. The statement also covers the proposed new access and states that this has been designed to accommodate the wider allocation and not just this part of the allocation. This proposal is likely to generate approximately 29 and 30 vehicle journeys at peak hours in the morning and evening respectively. The additional traffic onto the network would increase traffic at nearby junctions by between 0.9 and 2.7%.
- 3.5 The Travel Plan lists that the site is well served for walking and cycling with pavements leading to Virginia Water and Longcross Garden Village. In addition, there are bus stops nearby, with train stations at Longcross and Virginia Water. Residents will be given a travel information pack to promote alternative methods of travel and information about the area.

- 3.6 An Air Quality Assessment, Arboricultural Report, Ecological Impact Assessment, Flood Risk Assessment and Drainage Strategy, Archaeological Report, Bat Activity Report, Dormouse Report, Reptile report, Energy Statement, Planning Statement, Statement of Community Involvement, Site Investigation Report and a Noise Assessment have also been submitted in support of this application.
- 3.7 The application has been amended during the course of the application by increasing the area of open space in the centre of the site and amending the proposed mix of house types to include first homes.

#### 4. Relevant Planning History

- 4.1 The following history is considered relevant to this application:

Reference	Details
RU.14/1898	Prior Approval for a Proposed Change of use of an existing agricultural building to a dwelling Class C3 Use). Prior Approval not required. February 2015

#### 5 Summary Of Main Relevant Strategies And Policies Relevant To The Decision

- 5.1 National Planning Policy Framework and Guidance.
- 5.2 The Runnymede 2030 Local Plan was adopted on 16 July 2020 and the policies have to be read as a whole. Any specific key policies will be referred to in the planning considerations.
- 5.3 SPD's which are a material consideration in determination:
- Design Guide
  - Green and Blue Infrastructure
  - Affordable Housing
  - Infrastructure and delivery & Prioritisation SPD
  - Car Parking (2001)
- 5.4 This site falls within the designated Virginia Water Neighbourhood Area. However, a Neighbourhood Plan has not been developed yet for this area.

#### 6. Consultations Carried Out

##### 6.1 Consultees responses

Consultee	Comments
RBC Tree Officer	No objection subject to conditions
RBC Contaminated Land Officer	No objection subject to conditions



<b>RBC Drainage</b>	No objection subject to conditions
<b>RBC Planning Policy Team</b>	No objection
<b>SCC Lead Local Flood Authority</b>	No objection subject to conditions
<b>Thames Water</b>	No objection
<b>Surrey Archaeology</b>	No objection subject to condition
<b>Surrey Police</b>	No objection
<b>Surrey Wildlife Trust</b>	No objection subject to condition
<b>Surrey County Highways</b>	No objection subject to conditions

### **Representations and comments from interested parties**

6.2 17 Neighbouring properties were consulted in addition to being advertised on the Council's website, in the local press and a site notice has been displayed near the site and 11 letters of representation (9 from different addresses) have been received, which can be summarised as follows:

- The proposal would lead to increased congestion in the area and increase the potential of road traffic accidents.
- The proposal would add to the drain on local services and utilities
- The proposal is not in keeping with the surrounding area.
- The access should be able to accommodate all of the intending number of units for this allocation
- Any internal roads should extend up to the shared boundary
- The site is not in a walkable location to trains or buses and cars will be the main transport of choice
- The proposed traveller pitch would be better located in an existing traveller site.
- The proposal would cause overlooking and loss of privacy
- The proposal would destroy the character of the area and lead to loss of environment for wildlife
- The proposed additional dwellings and associated heating infrastructure and vehicles will add to air pollution in the area.
- There are not enough amenities or shops to serve the application site as well as other developments in the surrounding area.
- Trumps Green Road already has excess traffic, and the road will not be able to cope with any additional traffic
- The proposed density of development is out of keeping with the surrounding area
- The Council can demonstrate a five-year land supply and there is no need to significantly increase the number of dwellings.
- The application should be considered as whole allocation and not as a piecemeal form of development which does not give the best development at a site.

- Trumps Green Road is narrow and undulating and the introduction of a new access will increase the risk of accidents in the area.
- The proposal includes the removal of vegetation to provide sightlines. This may cause drainage issues and have an adverse impact on the visual amenities of the area and residential amenities of the occupiers of the adjacent neighbouring properties.
- It is not evident that the areas required for providing sightline to and from the proposed access are under the control of the applicant.
- There are several other applications being considered by the Council and the cumulative effect of all application should be considered.
- The site is located in an unsustainable location with no local services within a reasonable walking distance of the site.
- The proposal should secure all necessary ecological mitigation

## **7. Planning Considerations**

- 7.1 In the determination of this application regard must be had to the Development Plan and National policy within the NPPF. The application site is an allocated site within the Local Plan and has been taken out of the Green Belt and is now located within the urban area where the principle of such development is considered to be acceptable subject to detailed consideration. This must be considered in light of the presumption in favour of sustainable development advocated by the NPPF. The application is in outline with only access to be considered at this stage with all other matters reserved for subsequent approval. The key planning matters are housing land supply/need, mix of housing, affordable housing, highway safety, car parking and impact on trees, leisure and recreation, impact on protected species, sustainable drainage, noise, impact on residential amenities of occupiers of adjacent neighbouring properties

### Principle and Quantum of Development

- 7.2 The site is part of an allocated site for Housing in the Borough identified as Policy SL10 in the Runnymede 2030 Local Plan. Therefore, the merits for having residential development at the site has been previously considered acceptable during the Local Plan process. The whole parcel covers an area of 5.27 Hectares and should provide a minimum of 140 dwellings and 2 gypsy and traveller pitches. This parcel covers an area of 1.87 hectares (36% of the allocation) and proposes 67 units with one gypsy pitch. This is approximately a third of the whole site, and half of the developable site as TPO 420 covers a large part of the area of the parcel to the Southwest of the application site. The need to deliver housing is a key policy of the NPPF and significant weight must be accorded to the contribution that the site would make to housing supply and fulfil the aims of the 2030 Local Plan.
- 7.3 Policy SL10 requires the allocation to take into account site boundary vegetation and the built development strategy as outlined in Surrey Landscape Character Assessment part SS4. The policy also requires the parcel to provide a green infrastructure buffer to Wentworth Golf Course SNCI and open space requirements for children and teenagers to be provided on site. The proposal proposes to maintain boundary vegetation as much as possible and there are two TPO's covering trees along the boundaries thereby retaining boundary vegetation. Some immature and low planting will have to be removed to facilitate the access. However, this would not adversely affect the general verdant character of the area. The area is indicated in the Surrey Landscape Assessment as a settled and woody sandy farmland (SS4). SS4 outlines the key characteristics of this landscape area being undulating, with a number of

watercourses and ponds, with development mostly hidden by surrounding tree cover. The policy outlines a landscaping strategy for development in this area. Whilst landscaping is a reserved matter for this application, the indicative plan outlines a landscape scheme to assess how the proposed quantum of development can be accommodated at the site. The landscaping plan details the proposal to follow the relief of the land thereby retaining the undulating character of the area, providing dry ponds at the front of the site for the storage of surface water drainage and trees being retained and additional planting to help the proposal blend in with the sylvan setting of the area. It is therefore considered that the proposed quantum of development could be achieved and be in keeping with the Surrey Landscape Character Assessment SS4 in compliance with point b of Policy SL10.

- 7.4 The site is required to provide open space which is shown on the indicative layout sited in the centre of the site, which is a good location and would be accessible to all proposed occupiers, of adjacent properties and the occupiers of the adjacent parcel. Based on the proposed number of units and type of units proposed, the amount of open space needed for the development is 0.13 hectares. The area of the open space in the central part of the site is 0.12 hectares. This is just below the required amount, however, there are also other parts of the site with useable open space and as such the indicative layout is policy compliant. It is therefore considered that the proposal complies with Policy SL26 of the Local Plan.
- 7.5 This parcel is not adjacent to the SNCI; however, the proposed indicative layout includes boundaries to the site being maintained. In addition, the submitted landscaping masterplan outlines methods to improve biodiversity at the site and further details of this can be secured by condition. Therefore, it is considered that this proposal complies with Point C of Policy SL10.
- 7.6 The indicative layout plan shows all the plots having good garden sizes in accordance with the adopted design guide SPD with off street parking and landscaping around the site with good size spacing between the plots providing a spacious appearance in keeping with the established character of the area. The layout plan also shows connectivity with the adjacent parcel of land with internal roadways extending up to the boundary of the site. In addition, the submitted Design and Access Statement includes an indicative layout plan for the parcel of the allocation around Appledram. This shows good separation distances between units and that the proposal would not be prejudiced. It is therefore considered that the proposed quantum of development is acceptable and would not preclude development of the remaining parts of the allocation and the proposal is considered to comply with Policies within the Local Plan.

#### Connectivity, Sustainable Travel and Highway Considerations

- 7.7 The site is currently vacant but was previously a small holding with a vehicular access sited closer to the Longcross Railway Bridge than currently proposed and close to existing protected trees. The proposal would move the access closer to properties along Trumps Green Road and away from the protected trees at the front of the site. Outside of the site there are pavements on the either side of Trumps Green Road and there are bus stops approximately 650 metres from the site and railway stations at Egham and Longcross about 2 kms away. The submitted Transport Assessment refers to the proposal having two accesses, one main access and one emergency access, 50 metres to the south of the main access point, which links into the indicative internal road layout to the site. The statement refers to 70 dwellings accessing the site, and this would generate 29 vehicle movements during peak hour in the morning and 30 in the evening peak hour. The applicant has also assessed the potential movement from the site using other means of travel, in the morning there would be a further 17 movements in and out of the site, with 16 in the evening peak hour. The submitted

statement also notes that the proposed junctions would have capacity to support vehicles for the whole allocation and not just this parcel. The County Highways Authority raise no objection to the application subject to conditions including the provision of the access and maintenance of visibility zones, improved pedestrian crossings with Wellington Avenue, Tithe Meadows and Crown Road, submission of a Construction Transport Management Plan to show how the construction of the site will be served and submission of a scheme to provide secure cycle parking, improvements to bus stop along Trumps Green Road. Subject to these conditions and additional funding to secure contributions to a Demand Responsive Transport (DRT) Bus Service for use in the area, the proposal is considered to comply with Policies SD3 and SD4 of the Local Plan.

- 7.8 Neighbours have raised concern regarding the sustainable location of the site; however, this was considered in the Local Plan inquiry when the site was allocated for residential development. Concerns have also been submitted regarding the safety of the road and the proposed sightlines. The applicant has submitted an updated technical note following initial concerns from Surrey County Council regarding traffic flows, public transport infrastructure and road safety. Surrey County Highways are satisfied that the development, subject to conditions as detailed above and a Section 278 Agreement to facilitate works to upgrade the highway outside of the application site, would be acceptable in highway terms.

#### Biodiversity

- 7.9 The site is currently open and left to grass with some low-level buildings which are in a poor condition. The wider part of the allocation is within a biodiversity opportunity area. The applicant has submitted an ecological appraisal and separate bat activity reports, dormouse report and a reptile survey as the site has potential habitat suitable for these separate species. The Bat report notes that the buildings on site are unlikely to support a roost, but the site is used for foraging. Therefore, landscaping and lighting should be carefully managed to minimise any impact on bat activity at the site. This could be secured by condition regarding the submission of a lighting scheme to be submitted for the consideration of the reserved matters application. The dormouse report notes that the site is rarely used by dormice but is used by wood mice. However, wood mice are not a protected species. Nevertheless, the report notes some measures to preserve the potential habitat for dormice at the site, with clearance works to be carried out at a time when the dormice are not hibernating and native planting to be included in the landscaping scheme which are of dormouse value.
- 7.10 The submitted reptile report notes that there are good populations of Adders and Lizards with an exceptional population of Slow worms at the site. As the proposal would result in a loss of most of the grassland habitat suitable for reptiles a mitigation strategy to translocate species to a receptor site is recommended. The applicant has identified sites; however, these have recently fallen through. The Wildlife Trust is satisfied that this could be secured by condition before works commence on site, given that a further application for reserved matters will be required and there could be a sufficient period of time until construction on the site is commenced which would enable the applicant to identify further receptor sites. The Ecological appraisal also identifies that the site has the potential to support Hedgehogs and breeding birds. The green infrastructure on the site may be in poor condition, but it does have the potential to support wildlife at the site. Owing to the size of site and the overall requirements of the allocation (e.g., delivery of a minimum 140 new homes together with site constraints such as retention of TPO trees) it is not feasible for any potential layout to achieve a biodiversity net-gain within the site itself, which currently largely comprises semi-natural grassland, albeit in poor condition.

7.11 In light of this, the following approach has been taken and the scheme has been designed to retain the most valuable habitats: mature treelines and native shrubs around the site boundary, and all areas outside of private ownership and play spaces, will be designed to maximise their biodiversity value, whilst maintaining their functionality. For example:

- the SUDS will be seeded with native wet meadow mixes, providing valuable habitat for invertebrates.
- the public road verges and amenity spaces will comprise flowering lawns with short flowering native species of value to pollinators.
- the south-eastern boundary will be planted up with additional native tree and hedgerow species.
- the retained treelines at the north-east and north-west of the site will be connected through use of a new native hedgerow with trees, improving connectivity for dormouse
- thorny native shrub planting will be used along the northern and eastern edges to provide extra protection for dormouse
- the scheme will incorporate a variety of bat, bird and dormouse boxes, increasing the availability of refuge for these species
- street trees will be planted throughout the site, providing added benefit to birds and insects.
- access holes for hedgehog will be incorporated into the fences of all gardens, to enable the safe movement of this species across the site.

The on-site ecological enhancements will be secured in the long term by the ecological management plan which is a requirement of condition 23.

7.12 The Surrey Wildlife Trust recommend that the applicant submit a metric calculation to demonstrate how the site can provide a net increase in biodiversity. The Council's adopted Green and Blue Infrastructure SPD refers to providing a net increase in biodiversity at a site, however, with the Environment Act not currently part of legislation, the LPA cannot insist on an applicant demonstrating a 10% net gain in biodiversity and as such the request from the Surrey Wildlife Trust cannot be enforced. Policy SD7 of the Local Plan refers to protecting existing biodiversity and including opportunities to achieve net gains in biodiversity as well as greening of the urban environment.

7.13 It is commonplace that sites dominated by more naturalistic habitats, like grassland and scrub are unable to deliver biodiversity net-gain within the site itself. In these cases, net-gain is achieved through creating/enhancing an area off site. This is called Biodiversity Offsetting and is a common practise and is an accepted approach by Surrey Wildlife Trust as reflected in their response to the application.

7.14 In light of the existing reptiles on site, a requirement of condition 4 (Reptile Mitigation Strategy) is to ensure that an appropriate 'donor' site is identified and established before any development can take place. As part of this process a habitat enhancement plan will be produced to set out how the enhancement of the site will be undertaken to ensure that it will provide an appropriate environment for the translocated reptiles. It is expected that this would lead to enhancing a poor area of grassland/rhododendron/bramble/bracken into a more biodiverse area of grassland scrub mosaic.

7.15 As a result of this approach, it is expected that not only will it provide a valuable new habitat for the reptiles but also achieve a bio-diversity net gain that is directly related to the proposed

new development. The principle of this approach has been agreed with Surrey Wildlife Trust who would be consulted on the details of the proposed scheme in due course and discussions between the applicant and Surrey Wildlife Trust are currently being undertaken with a short list of potential sites within the wider surrounding area to act as a 'donor' site for both of these purposes.

- 7.16 The Wildlife Trust raise no objection to the application subject to conditions regarding the submission of a Reptile Mitigation Strategy, Landscape and Ecological Management Plan, Ecological Enhancement and mitigation strategy and a biodiversity enhancement plan. Subject to these measures it is considered that the proposal would comply with Policy SD7 and EE1 of the Runnymede 2030 Local Plan.

#### Impact on trees and landscape strategy

- 7.17 Along the front of the site are some trees protected by Tree Preservation Order No. 420. On the application site this is a Mature Oak tree and on the wider parcel of the allocation is group TPO comprising of Oak and Birch. There is also a further TPO on the front and on the eastern boundaries which has not yet been confirmed. This covers three groups of Oak Trees and protected by TPO 462. The applicant has submitted an Arboricultural Impact Assessment and Method Statement. This notes that 8 individual trees are to be removed and parts of three groups of trees are also to be removed and 8 trees are proposed to be pruned. The works are to facilitate the development and access roads. The Councils Tree Officer notes that these are low quality, and the better-quality trees and boundary trees are to be retained. The removal of trees would not have a material impact on the tree coverage of the area and mitigation for the removal of trees under landscaping can be secured through the reserved matters stage of the application. The proposal would comply with Policy EE11 in this regard.

#### Housing mix and affordable housing

- 7.18 The proposed mix of development to assess the application includes affordable housing in compliance with Policy SL20. As detailed earlier in the report the proposed mix includes a variety of Affordable Housing and the Council's Business Development and Policy Manager raises no objection to the application.
- 7.19 The proposed layout plan shows good separation distances to boundaries of the site and whilst this is for outline for only access to be considered given the location of the proposed access and neighbouring properties the proposal would not materially harm the amenities of the occupiers of the adjacent neighbouring properties.

#### Flooding and Surface Water Drainage

- 7.20 A flood risk and drainage strategy has been submitted for the application. The site is within Flood Zone 1 and therefore no flood risk mitigation is proposed. However, because of the change in relief of the land, sloping towards to the southern boundary of the site, surface water run-off will need to be controlled to avoid spilling out beyond the site. The submitted strategy shows that run off will be controlled via a combination of SuDS systems, rainwater butts, green roofs and permeable paving and swales and detention basins. Foul water would be controlled on the site via a pumping station to discharge into the sewers. The LLFA raise no objection to the application subject to condition requiring further information to be submitted of the drainage scheme and a verification report that the drainage works have been installed and completed. Lastly, Thames Water have now confirmed that there will be sufficient sewerage capacity in the adjacent foul sewer network to serve this development

#### Archaeology

- 7.21 The applicant has submitted an Archaeological Desk Based Assessment in accordance with the requirements of Policy EE7 of the Local Plan. This states that there has been a lack of archaeological investigation within and close to the site and therefore it is not evident whether there is or is not any heritage assets at the site. The County Archaeologist recommend that a programme of investigation should be carried out to fully understand whether there are any significant archaeological remains at the site. A condition is requiring a programme of work and written scheme of investigation is therefore recommended, prior to any works commencing at the site. It is therefore considered that this is in accordance with Policy EE7 of the Local Plan.

#### Noise and Air Quality

- 7.22 The site is located approximately over 100 metres from the M3 with Woodland, the Egham to Longcross Railway Line and residential properties along Trumps Green Road located between the site and the motorway. The site is not within or adjacent to an Air Quality Area, however, the applicant has submitted a Noise and Air Quality Assessment to support this application. The Air Quality Assessment notes that the construction phase will produce dust, but this could be mitigated by water suppression, covered skips, chutes etc, with haul routes swept and washed regularly. This could be controlled by condition under the submission of a Construction Environment Management Plan. The Noise Assessment lists that the site has a low to medium risk from noise disturbance to the occupiers of the proposed properties at the site, however taking a precautionary approach glazing and incorporating technology to provide fresh air to the more sensitive dwellings is recommended and acoustic fencing around the garden areas of the more sensitive units at the site. Subject to mitigation measures for noise and dust suppression being submitted by condition the proposal would comply with Policy EE2 of the Local Plan in this regard.

#### Gypsy and Traveller Provision

- 7.23 Policy SL10 of the Runnymede 2030 Local Plan refers to the wider allocation providing two gypsy and traveller pitches. The application site covers approximately half of the developable area for the whole allocation and one gypsy pitch is proposed. This is considered to comply with Policy SL10. The allocation of these pitches will be based on the applicants meeting a range of criteria. It is envisaged that the allocated pitches will be sold as market pitches with the expectation that the sale of the pitch will then be between the developer and the purchaser directly. The proposal is considered to comply with policy SL22 of the Local Plan.

#### Land Contamination

- 7.24 The applicant has submitted a Phase II Site Investigation Report following ground investigations at the site for any contaminated land issues. This included borehole testing and the excavation and testing of a trial pits. The submitted report outlines that land has a low – moderate level of contamination and recommended that a remediation strategy is prepared and submitted to the Local Authority to manage the identified contamination and any unforeseen contamination. The Council's Contaminated Land Officer raises no objection to the application but recommends a condition regarding contamination which includes submission of a remediation strategy, implementation of an approved remediation strategy and reporting of any unexpected contamination. Subject to this condition, the proposal complies with Policy EE2 of the Local Plan in this regard.

#### Thames Basin Heath Special Protection Area

- 7.25 The site lies within 5km of the Thames Basin Heaths Special Protection Area (TBHSPA). In accordance with guidance from Natural England, the Habitats Regulations Assessment

requirements are that plans or projects which may have a likely significant effect on a European designated site (such as the TBHSPA) can only proceed if the competent authority is convinced, they will not have an adverse effect on the integrity of the European site.

- 7.26 As competent authority the Council's appropriate assessment is that the contributions in line with the agreed strategy with Natural England, means harm to protected species can be avoided and mitigated by the provision of SANGs. The Council has available capacity to accommodate this development subject to appropriate payments for delivery and maintenance. Subject to securing these SANG contributions by way of a s106 agreement it is considered that the proposal would address the impacts arising from the development on the Thames Basin Heath Special Protection Area in accordance with the Council's policies and the NPPF.
- 7.27 The second part is towards the Strategic Access Management and Monitoring funds which enable the coordinated visitor management across the whole of the publicly accessible TBHSPA. The funds are used in part to survey the Thames Basin Heaths' Authorities SANGs. The purpose is to identify any improvements to the SANG.
- 7.28 In accordance with the Council adopted SPD for this area a financial contribution of £903.50 for contribution to SANG and a contribution of £630 per occupant for SAMM. Under the current proposed mix, this is likely to be £130,962.33 and £52,182.00 respectively. However, as the application is outlining only the exact mix of housing has not yet been finalised and final amount would be determined under the reserved matters application.

#### Renewable and Low Carbon Energy

- 7.29 New development is expected to demonstrate how it has incorporated sustainable principles into the development including construction techniques, renewable energy, green infrastructure, and carbon reduction technologies. The submitted Design and Access Statement refers to Sustainability and confirms that measures will be incorporated to reduce carbon emissions and generate renewable energy. The applicant has also submitted an Energy Statement and that passive design will be used when considering the final layout to reduce a potential energy demand. The proposal will also provide 10% of the energy requirement for the site from, either air source heat pumps, Wastewater Heat Recovery System and Solar PV panels on buildings to take advantage of the sites southerly aspect. Exact details have not been submitted because this would be covered in the reserved matters element, but it is considered that the applicant has provided information that demonstrates that the site could provide 10% of the energy requirement from renewable energy sources and the proposal would comply with Policy SD7 and SD8 of the Runnymede 2030 Local Plan in this regard.

#### Other Matters

- 7.30 Whilst the application is in outline for only access as matters to be considered the Surrey Police Designing Out Crime Officer has been consulted who advise that the illustrative layout suggests that natural surveillance across the site can occupier from active rooms. However, detail of landscaping and lighting should be carefully considered to not create places where offenders could hide or contribute to any fear of crime throughout the site. An informative is recommended that the reserved matters application, should incorporate the principles and practices of the 'Secured by Design' scheme in consultation with the Designing out Crime Officer.

## **8. Planning Obligations/Community Infrastructure Levy (CIL)**



- 8.1 The proposal is CIL liable for outline planning permission, however, the exact amount for CIL contributions will be calculated under the reserved matters stage.

## **9. Equality And Human Rights Considerations**

- 9.1 Consideration has been given to Articles 1 and 8 of the First Protocol of the European Convention on Human Rights. It is not considered that the decision would result in a violation of any person's rights under the Convention.

Consideration has been given to s149 of the Equality Act 2010 (as amended), which has imposed a public sector equality duty that requires a public authority in the exercise of its functions to have due regard to the need to:

- (a) Eliminate discrimination, harassment, victimisation and any other conduct prohibited by the Act
- (b) Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it
- (c) Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

It is considered that the decision would have regard to this duty.

## **10. Conclusions**

- 10.1 The site is an allocated site for development within the Runnymede 2030 Local Plan (Policy SL10, the quantum of development makes an efficient use of and appropriate site and not prejudice the remaining parcels of land of the allocation to come forward for development at a later date. The Highways Safety aspects of the application have been reviewed by the County Highways Authority who are satisfied with the application and the Surrey Wildlife Trust and the Lead Local Flood Authority raise no objections to the application. No other technical planning issues have been identified that would prevent planning permission being granted in accordance with the development plan and the NPPF.
- 10.2 The development has been assessed against the following Development Plan policies – SD2, SD3, SD4, SD5, SD7, SD8, SL1, SL10, SL19, SL22, SL26, EE1, EE2, EE9, EE19, EE11 and EE12 of the Runnymede 2030 Local Plan, the policies of the NPPF, guidance in the PPG, and other material considerations including third party representations. It has been concluded that the development would not result in any harm that would justify refusal in the public interest. The decision has been taken in compliance with the requirement of the NPPF to foster the delivery of sustainable development in a positive and proactive manner.

## **11. Formal Officer Recommendation**

***The CHDMBC be authorised to grant planning permission subject to the completion of a Section 106 legal agreement under the Town and Country Planning Act 1990 (as amended) to secure the following obligations:***

- 1) Contribution to SAMM and SANG and Monitoring fee for TBH SPA (financial contribution – Exact amount to be determined under Reserved matters application)

- 2) The provision of one gypsy and traveller pitch including a clear phasing for its timely delivery
- 3) To secure the provision and delivery of offsite biodiversity net gain
- 4) The provision and deliverability of 35% affordable housing of the following mix 53% affordable rent, 25% first homes and 22% of other affordable housing.
- 5) Secure Management Arrangements for the maintenance of the open space and equipped play spaces and public access.
- 6) To secure through a S278 agreement with the Local Highways Authority vehicular access to Trumps Green Road, provision of upgraded pedestrian crossing infrastructure over Trumps Green Road, priority junctions with Wellington Avenue, Tithe Meadows and Crown Road and the improvement of the bus stop located at Trumps Green Road, called Oak Tree Close bus stop to include.
  - The provision of a raised kerb to a height of 140 mm over 9 metres in length to ensure level access onto/off buses for those with Motability issues
  - New Flagpole, sign and timetable case.
- 7) Transportation improvements and contributions including:
  - a) Travel Plan auditing fee of £6150
  - b) From the 20<sup>th</sup> Occupation of the dwellings on site a financial contribution to Demand Responsive Transport (DRT) Bus Service for £53,600 for index linked to RPIx from the 20<sup>th</sup> Occupation of the units for a period of 5 years. Should there be no other DRT's operational in the area, a one-off contribution of £268,600 to improve the conventional bus services in the area will be made instead.

***And the subject to the following planning conditions:***

- 1) 1. Outline application (standard time limit)

Approval of the details of the appearance, landscaping, layout, and scale of the site (hereinafter called "the reserved matters") shall be obtained from the Local Planning Authority in writing before any development is commenced and shall be carried out as approved.

Reason: To comply with Section 51 of Part 4 of the Planning and Compulsory Purchase Act 2004.

- 2) Outline application (reserved matters standard time limit)

a. Application for approval of the reserved matters referred to in Condition 1 shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.

- b. The development hereby permitted shall be begun either before the expiration of five years from the date of this permission, or before the expiration of two years from the date of approval of the reserved matters to be approved, whichever is the later.

Reason: To comply with Section 51 of Part 4 of the Planning and Compulsory Purchase Act 2004.

3) List of approved plans

The development hereby permitted shall not be carried out except in complete accordance with the following approved plans: 21-J3825-SL01, ITL17076-GA-004 received 23 February 2022

Reason: To ensure an acceptable scheme and to comply with Policy EE1 of the Runnymede 2030 Local Plan.

4) Reptile Mitigation Strategy

“No development shall take place until a Reptile Mitigation Strategy has been submitted to and approved in writing by the Local Planning Authority. The Reptile Mitigation Strategy shall include:

- Overview of the Survey Results
- Aims and Objectives of the Reptile Mitigation Strategy
- Detailed Design(s) and/or working methods to achieve aims and objectives
- Extent and Location/area of proposed works on appropriate scale maps and plans;
- Reptile Receptor Site Carrying Capacity Assessment
- Reptile Receptor Site Suitability Assessment
- Reptile Species Specific Habitat Enhancement Plan
- Mitigation Programme/Timetable
- Persons responsible for implementing the works
- Details of post-translocation management
- Details for monitoring and remedial measures

The Reptile Mitigation Strategy shall be implemented in accordance with the approved details. Prior to occupation, the results of the reptile translocation programme will be provided in writing to the LPA”.

Reason: To ensure that the development does not harm the identified protected species and to comply with policy EE9 of the Runnymede 2030 Local Plan and the NPPF.

5) Visibility zones

No part of the development, shall be commenced except for site set up and enabling works unless and until the proposed vehicular access to Trumps Green Road has been constructed and provided with visibility zones in accordance with the approved plans and thereafter the visibility zones shall be kept permanently clear of any obstruction over 0.6m high.

Reason: In order that the development does not prejudice highway safety, nor cause inconvenience to other highway users and to promote sustainable transport and to comply with Policies SD3, SD4, SD5 and SD7 of the Runnymede 2030 Local Plan and policy within the NPPF.

## 6) Parking and Turning Areas

The development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with details to be approved by the Local Planning Authority for vehicles to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking and turning areas shall be retained and maintained for their designated purposes.

Reason: In order that the development does not prejudice highway safety, nor cause inconvenience to other highway users and to promote sustainable transport and to comply with Policies SD3, SD4, SD5 and SD7 of the Runnymede 2030 Local Plan and policy within the NPPF.

### a. EV Charging points

The development hereby approved shall not be first occupied unless and until at least 100% of the dwellings and flats are provided with fast charge sockets (current minimum requirement: 7kw Mode 3 with Type 2 connector - 230 v AC 32 amp single phase dedicated supply) in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

Reason:

In order that the development does not prejudice highway safety, nor cause inconvenience to other highway users and to promote sustainable transport and to comply with Policies SD3, SD4, SD5 and SD7 of the Runnymede 2030 Local Plan and policy within the NPPF.

## 7) Construction Transport Management Plan

No development shall commence until a Construction Transport Management Plan, to include details of:

- (a) Parking for vehicles of site personnel, operatives and visitors,
- (b) Loading and unloading of plant and materials,
- (c) Storage of plant and materials,
- (d) Programme of works (including measures for traffic management),
- (e) Provision of boundary hoarding behind any visibility zones,
- (f) HGV deliveries and hours of operation,
- (g) Vehicle routing,
- (h) Measures to prevent the deposit of materials on the highway,
- (i) Before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused,
- (j) On-site turning for construction vehicles,

has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction of the development.

Reason: In order that the development does not prejudice highway safety, nor cause inconvenience to other highway users and to promote sustainable transport and to comply with Policies SD3, SD4, SD5 and SD7 of the Runnymede 2030 Local Plan and policy within the NPPF.

#### 8) Car parking and cycle parking

The development hereby approved shall not be first occupied unless and until the following facilities have been provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority for:

- The secure parking of bicycles within the development site; and
- The provision of car parking spaces.

and thereafter the said approved facilities shall be provided, retained and maintained to the satisfaction of the Local Planning Authority.

Reason: In order that the development does not prejudice highway safety, nor cause inconvenience to other highway users and to promote sustainable transport and to comply with Policies SD3, SD4, SD5 and SD7 of the Runnymede 2030 Local Plan and policy within the NPPF.

#### 9) Surface Water Drainage

The development hereby permitted shall not commence until details of the design of a surface water drainage scheme have been submitted to and approved in writing by the planning authority. The design must satisfy the SuDS Hierarchy and be compliant with the national Non-Statutory Technical Standards for SuDS, NPPF and Ministerial Statement on SuDS. The required drainage details shall include:

- The results of infiltration testing completed in accordance with BRE Digest: 365 and confirmation of groundwater levels.
- Evidence that the proposed final solution will effectively manage the 1 in 30 & 1 in 100 (+40% allowance for climate change) storm events and 10% allowance for urban creep, during all stages of the development. The final solution should follow the principles set out in the approved drainage strategy. Associated discharge rates and storage volumes shall be provided using a maximum discharge rate of 3.6 l/s.
- Detailed drainage design drawings and calculations to include: a finalised drainage layout detailing the location of drainage elements, pipe diameters, levels, and long and cross sections of each element including details of any flow restrictions and maintenance/risk reducing features (silt traps, inspection chambers etc.).
- Evidence that the receiving watercourse along the southern boundary of the site has been cleared and is in a suitable condition to receive flows from the site.
- A plan showing exceedance flows (i.e. during rainfall greater than design events or during blockage) and how property on and off site will be protected from increased flood risk.

- Details of drainage management responsibilities and maintenance regimes for the drainage system.
- Details of how the drainage system will be protected during construction and how runoff (including any pollutants) from the development site will be managed before the drainage system is operational.

Reason: To ensure the design meets the national Non-Statutory Technical Standards for SuDS and the final drainage design does not increase flood risk on or off site.

#### 10) Verification report

Prior to the first occupation of the development, a verification report carried out by a qualified drainage engineer must be submitted to and approved by the Local Planning Authority. This must demonstrate that the surface water drainage system has been constructed as per the agreed scheme (or detail any minor variations), provide the details of any management company and state the national grid reference of any key drainage elements (surface water attenuation devices/areas, flow restriction devices and outfalls), and confirm any defects have been rectified.

Reason: To ensure the Drainage System is constructed to the National Non-Statutory Technical Standards for SuDS.

#### 11) fLand Affected by Potential Contamination

Unless otherwise agreed by the Local Planning Authority, development other than that required to be carried out as part of an approved scheme of remediation must not commence until Conditions (i) to (iv) or otherwise agreed remedial measures have been complied with. If unexpected contamination is found after development has begun, development must be halted on that part of the site affected by the unexpected contamination to the extent specified by the local planning authority in writing until Condition (iv) has been complied with in relation to that contamination.

##### (i) Site Characterisation - Submitted

No development must take place until an assessment of the nature and extent of contamination on the site has been submitted to and approved in writing by the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and shall assess any contamination on the site whether or not it originates on the site. The report of the findings must include: (a) a survey of the extent, scale and nature of contamination;

##### (b) an assessment of the potential risks to:

- human health
- property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes
- adjoining land
- ground waters and surface waters
- ecological systems

archaeological sites and ancient monuments

(ii) Submission of Remediation Scheme

If found to be required no development shall take place until a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment has been submitted to and approved in writing by the local planning authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, an appraisal and remedial options, proposal of the preferred option(s), a timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

(iii) Implementation of Approved Remediation Scheme

If found to be required, the remediation scheme shall be implemented in accordance with the approved timetable of works. Upon completion of measures identified in the approved remediation scheme, a verification report (validation report) that demonstrates the effectiveness of the remediation carried out must be submitted to the local planning authority.

(iv) Reporting of Unexpected Contamination

In the event that contamination is found at any time when carrying out the approved development that was not previously identified, it must be reported in writing immediately to the local planning authority and once the Local Planning Authority has identified the part of the site affected by the unexpected contamination, development must be halted on that part of the site. An assessment must be undertaken in accordance with the requirements of Condition (i) or otherwise agreed and where remediation is necessary, a remediation scheme, together with a timetable for its implementation must be submitted to and approved in writing by the Local Planning Authority in accordance with the requirements of Condition (ii) in the form of a Remediation Strategy which follows the gov.uk LCRM approach. The measures in the approved remediation scheme must then be implemented in accordance with the approved timetable. Following completion of measures identified in the approved remediation scheme, a validation (verification) plan and report must be submitted to and approved in writing by the Local Planning Authority in accordance with Condition (iii)

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off-site receptors in accordance with guidance in the NPPF.

12) Archaeology

No development shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the Planning Authority.

Reason: To allow archaeological information to be recorded and to comply with Policy EE7 of the Runnymede 2030 Local Plan and guidance within the NPPF.

### 13) Renewable Energy

Prior to the occupation of the development hereby approved details of the chosen renewable energy/low carbon technology to be used, along with calculations demonstrating that 10% of the predicted energy consumption would be met through renewable energy/low carbon technologies shall be submitted to and approved in writing by the Local Planning Authorities. Development shall be carried out in accordance with the approved details and thereafter retained, maintained and operational unless otherwise agreed in writing by the LPA.

In the event of air to ground source heat pumps being the chosen renewable energy measure, details shall be submitted to and approved in writing by the LPA prior to installation. Details shall include acoustic data to demonstrate that there will be no increase in the background noise level and that there will be no tonal noise emitted from the unit, as well as details of the location of the units and the distance to the closest dwelling.

Reason: To ensure that a minimum of 10% of the energy requirement of the development is produced by on-site renewable energy sources/low carbon technology and to protect the amenities of occupiers of nearby properties and to comply with Policy SD9 of the Runnymede 2030 Local Plan and guidance within the NPPF

### 14) Water efficiency

Prior to the first use/occupation of the development hereby permitted, details of the water efficiency measures and rainwater harvesting shall be submitted to and approved in writing by the Local Planning Authority. Such details as shall be approved shall be fully implemented and retained for the lifetime of the development

Reason: In order to achieve water efficiency and to comply with Policy SD7 of the Runnymede 2030 Local Plan and guidance within the NPPF.

### 15) External lighting and floodlighting

Before any external lighting, including street lighting and lighting of parking areas, is installed at the site, details shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details and be retained as such thereafter.

Reason: To protect the residential amenities of the neighbouring properties and to protect wildlife and to comply with guidance within the NPPF, and Policy EE1 of the Runnymede 2030 Local Plan.

### 16) Acoustic fencing and ventilation

Before the development hereby approved is occupied details of the acoustic glazing, ventilation and acoustic screening for the residential properties as outlined in the submitted Noise Assessment shall be submitted to and approved in writing by the Local Planning Authority with the approved measures installed and retained in perpetuity.



Reason: To minimise potential noise impacts to the occupiers of the proposed units and to comply with Policies EE1 and EE2 of the Runnymede 2030 Local Plan and guidance in the NPPF.

#### 17) Dust suppression and Air Quality

Construction at the site shall be carried out in accordance with the dust suppression mitigation measures identified in the submitted Air Quality Assessment dated February 2022 for the duration of the construction of the site.

Reason: To minimise the potential dust soiling effects on the occupiers of the adjacent neighbouring properties and to comply with Policy EE2 of the Runnymede 2030 Local Plan.

#### 18) Provision of Play Areas

Prior to first occupation of development hereby approved in detail details of the siting, size and design of the children's equipped play area(s) have been submitted to and approved in writing by the Local Planning Authority. The play areas shall be provided in accordance with the approved details before the occupation of the 50th dwelling and retained. The details shall be in accordance with approved drawings

Reason: To ensure the development includes high quality open spaces to enhance the health and well-being of the future occupiers of the development and to comply with Policy SL26 of the Runnymede 2030 Local Plan and guidance in the NPPF.

#### 19) Landscaping

- a. No above ground development shall take place until full details of both hard and soft landscaping works have been submitted to and approved in writing by the Local Planning Authority (LPA) and these works shall be carried out as approved prior to the occupation of the 50th dwelling . This scheme shall include indications of all changes to levels, hard surfaces, walls, fences, access features, minor structures, the existing trees and hedges to be retained, together with the new planting to be carried out and details of the measures to be taken to protect existing features during the construction of the development.
- b. All hard and soft landscaping works shall be carried out in accordance with the approved details. Arboricultural work to existing trees shall be carried out prior to the commencement of any other development; otherwise all remaining landscaping work and new planting shall be carried out prior to the occupation of any part of the development or in accordance to the timetable agreed with the LPA. Any trees or plants, which within a period of five years of the commencement of any works in pursuance of the development die, are removed, or become seriously damaged or defective, shall be replaced as soon as practicable with others of similar size and species, following consultation with the LPA, unless the LPA gives written consent to any variation.

Reason: To preserve and enhance the character and appearance and biodiversity of the surrounding area and to comply with Policies EE1, EE9 and EE11 of the Runnymede 2030 Local Plan and guidance within the NPPF.

#### 20) Tree Protection

Prior to the commencement of any development, including before any equipment, machinery or materials, relevant to the build are brought onto the site Tree Protective fencing shall be installed as per the submitted and approved Arboricultural Impact Assessment and Method Statement dated February 2022. The protective measures shall remain in place until all works are complete and all machinery and materials have left the site. Nothing shall be stored in any area fenced in accordance with this condition, nor shall any fires be started, no tipping, refuelling, disposal of solvents or cement mixing carried and ground levels within those areas shall not be altered, nor shall any excavation or vehicular access, other than that detailed within the approved plans be made without the written consent of the LPA.

There shall be no burning within six metres of the canopy of any retained tree(s). Where the protective measures and methods are not employed or inadequately employed or any other requirements of this condition not adhered to, remediation measures to a specification agreed in writing by the LPA shall take place prior to first occupation of the development unless the LPA gives written consent to any variation.

Reason: To protect the trees to be retained and to protect the appearance of the surrounding area and to comply with Policies EE1, EE9 and EE11 of the Runnymede 2030 Local Plan and guidance in the NPPF.

#### 21) Landscape and Ecological Management Plan.

No development shall take place until a Landscape and Ecological Management Plan (LEMP) including long term design objectives, management responsibilities and maintenance schedules for all landscaped areas (except privately owned domestic gardens) shall be submitted to an approved in writing by the Local Planning Authority. The LEMP should be based on the proposed impact avoidance, mitigation and enhancement Measures and should include, but not be limited to the following:

- Description and evaluation of features to be managed
- Ecological trends and constraints on site that might influence management
- Aims and objectives of management
- Appropriate management options for achieving aims and objectives
- Prescriptions for management actions, together with a plan of management compartments
- Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period
- Details of the body or organisation responsible for implementation of the plan
- Ongoing monitoring and remedial measures
- Legal and funding mechanisms by which the long-term implementation of the plan will be secured by the applicant with the management body(ies) responsible for its delivery.
- Monitoring strategy, including details of how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme”

Reason: To protect the trees to be retained and enhance the appearance of the surrounding area, to ensure that replacement trees, shrubs and plants are provided and to protect the appearance of the surrounding area and to ensure the protection of wildlife, supporting habitat and secure the opportunities for the enhancement of the nature conservation value of the site and to comply with Policies EE1, EE9, and EE11 of the Runnymede 2030 Local Plan and guidance in the NPPF.

## 22) Construction Environmental Management Plan (CEMP)

No development shall take place until a Construction Environmental Management Plan (CEMP) based on the Preliminary Ecological Appraisal and Ecological Impact Assessment has been submitted to and approved in writing by the local planning authority. This shall deal with the treatment of any environmentally sensitive areas detailing the works to be carried out showing how the environment will be protected during construction. Such a scheme shall include details of the following:

- The timing of different aspects of site clearance and construction works.
- The measures to be used during site clearance and construction in order to minimise the environmental impact of the works, including potential disturbance to existing sensitive habitats and associated species.
- Any necessary pollution prevention methods including those to prevent polluted surface water run-off entering any of the ditches or streams in or adjacent to the site.
- A map or plan showing habitat areas to be specifically protected identified in the Ecological Appraisal.
- Any necessary mitigation measures for protected species.
- Construction methods.

The works shall be carried out in accordance with the approved Construction Environmental Management Plan.

Reason: To achieve sustainable development and protect the environment in the vicinity of the site and to comply with Policy EE2 of the Runnymede 2030 Local Plan and guidance within the NPPF.

## 23) Biodiversity

No development shall take place until a Biodiversity improvement strategy for on site works has been submitted and approved in writing by the Local Planning Authority. The Strategy should be based on the submitted Preliminary Ecological Appraisal and Ecological Impact Assessment. All on site biodiversity enhancements within public areas shall be delivered prior to that area of the site being opened up for public use. Such measures shall be retained in perpetuity.

Reason: To protect the habitat of bats, any invertebrates, reptiles and small mammals, the flora and fauna and ecological value of the site and to comply with Policies EE9 and SD7 of the Runnymede 2030 Local Plan and guidance in the NPPF.

## 24) Gates and Accessibility

No gates shall be provided across the vehicular entrance to the development. There shall also be no lockable gate to pedestrian access points.

Reason: To protect the visual amenities of the area and to promote inclusive communities in accordance with the NPPF.

**Recommendation Part B:**

The CHDMBC be authorised to refuse planning permission should the S106 not progress to his satisfaction or if any significant material considerations arise prior to the issuing of the decision notice that in the opinion of the CHDMBC would warrant refusal of the application. Reasons for refusal relating to any such matter are delegated to the CHDMBC.

# RU.22/0278 – Land North of Trumps Green Road

## Location Plan



## Policy SL10



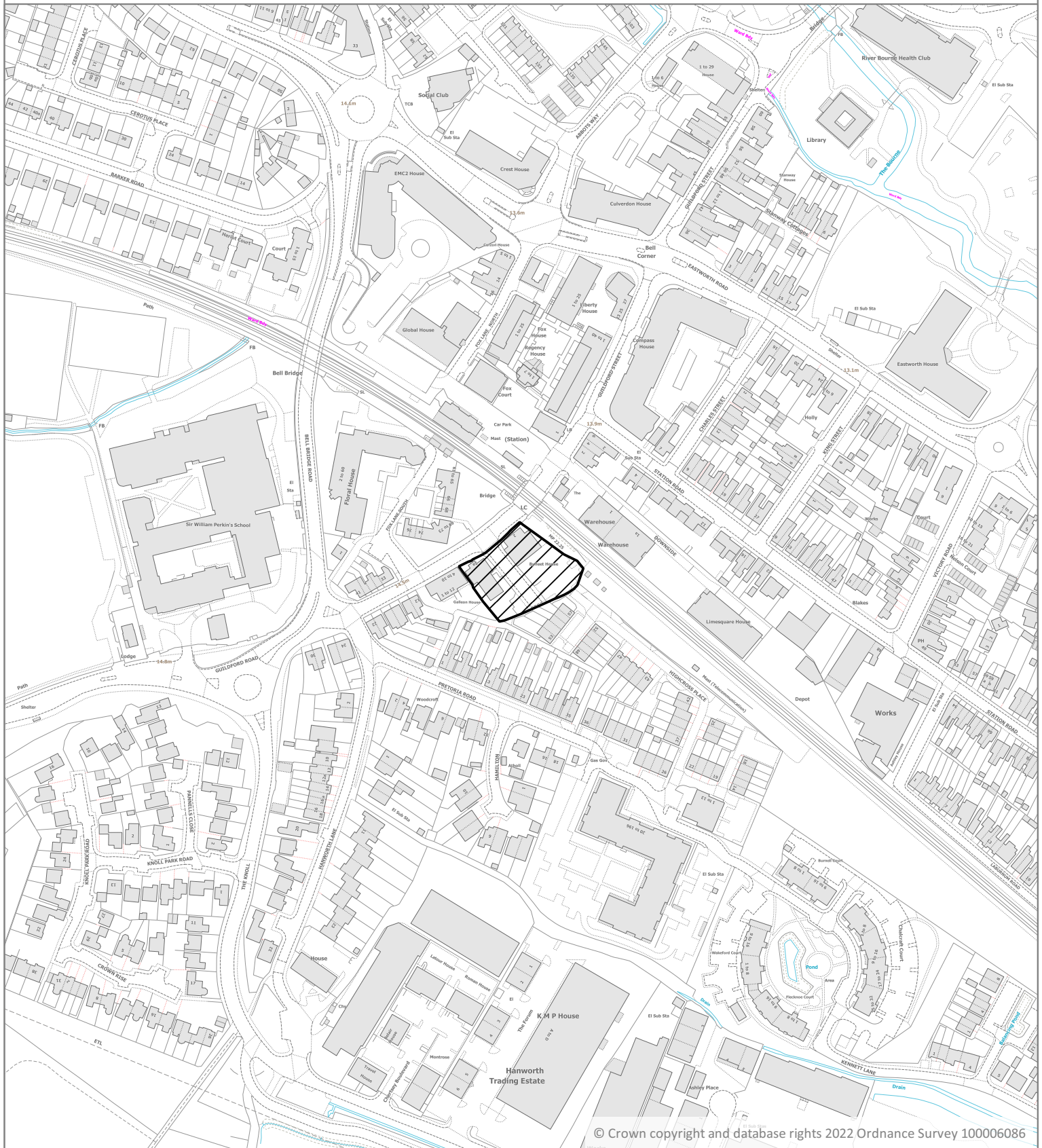
Indicative layout



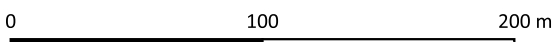


Date: 13/07/2022

**2 & 2a Guildford Road, Chertsey, KT16 9BJ**



Scale: 1:3,000



**RU.21/1634**



## Committee Agenda Reference: 5B

<b>APPLICATION REF:</b>	<b>RU.21/1634</b>
<b>LOCATION</b>	2 & 2a Guildford Road Chertsey KT16 9BJ
<b>PROPOSAL</b>	Outline application for the erection of a 4 to 5 storey building comprising 54 one and 2 bed apartments following demolition of existing vacant office building and residential home (Matters reserved: Landscaping)
<b>TYPE</b>	Outline
<b>EXPIRY DATE</b>	29/07/22
<b>WARD</b>	Chertsey Riverside
<b>CASE OFFICER</b>	Katherine Appleby
<b>REASON FOR COMMITTEE DETERMINATION</b>	Major Development
<b><i>If you have questions about this report please contact Ashley Smith, Victoria Gibson or the case officer.</i></b>	

### 1. Summary Of Recommendation

<b>It is recommended the Planning Committee authorises the CHDMBC:</b>	
1.	<b>To approve the application subject to the completion of a S106 agreement and planning conditions</b>
2.	<b>To refuse planning permission at the discretion of the CHDMBC should the S106 not progress to his satisfaction or if any other material planning matters arise prior to the issuing of the decision that in the opinion of the CHDMBC would warrant the refusal of planning permission.</b>

### 2. Details Of The Site And Its Surroundings

- 2.1 The site is roughly rectangular in shape, measuring 0.23ha and consists of two vacant properties, 2 Guildford Road known as Byfleet House - a self-contained 2-storey office building with a large rear car park and 2a Guildford Road, a 2-storey former 12 bed care home with a deep rearward 2 storey projection and an enclosed rear garden. The site has an irregular shape, with residential properties to the northwest, which include the Cowley's Almshouses (Grade II Listed) as well as the 2-4 storey high sheltered residential scheme known as Floral House and to the south and west the 2-4 storey high residential scheme known as Highcross Place including new terraced houses whose rear elevations and gardens face towards the site. Abutting the site to the south-west is Galleon House at 4-10 Guildford Road which comprises a recent office to residential conversion with extensions to the roof providing a total of 12 flats, the railway line running along the northeast boundary of the site and close to a level crossing and the Grade II Listed Chertsey railway station building further north. On the opposite side of the railway line immediate development is predominantly commercial units leading towards the town centre. Entrance to the parking for both properties is gained via a small access road between the two buildings off Guildford Road.
- 2.2 The site is relatively flat with some mature trees and greenery along the boundaries and is in the urban area and lies in Flood Zone 1. The site also lies within 5km of the Thames Basin Heaths Special Protection Area (TBHSPA), is within an Area of High Archaeological Potential. It is also a site identified in the Councils Strategic Land Availability Assessment (SLAA-Feb 2022 -ID 417) with a total (net) site capacity of 48.



### 3. Application Details

- 3.1 The proposed development seeks outline planning permission for the erection of a 4 to 5 storey high building comprising 54 apartments (made up of 27 one bed and 27 bed apartments) following the demolition of the existing vacant office building and residential home. The principle of access to the highway, appearance, layout, and scale are the matters for the determination with landscaping the only matter being reserved for future determination. The application has been amended following comments and feedback received from planning officers to comprise the following changes.
- 27 X 1-bed units (previously 25)
  - 27 X 2-bed units (previously 29)
  - 900 sqm communal external amenity area (previously 842 sqm)
  - 4,013 sqm total floorspace (previously 4,046 sqm)
  - 6 parking spaces (previously 4 spaces)
- 3.2 The building would contain a maximum of 5 storeys with the roof level comprising a mansard design set in from the floor below. The building would comprise 2 main parts built either side of the existing reconfigured access road. The 2 parts would be linked by a connecting wing that would bridge over the access road allowing vehicular access to 6 car parking spaces to the rear. That part of the building to the south of the access road (Building 1) would be 4 storeys as would the rear element of the northern building (Building 2). Other details would include full height windows for daylighting and a contemporary feel, inset and projecting balconies and ground floor private guarded terraces predominantly with glazed balustrades. The heights of the two buildings would range between approximately 8.5 metres - 14.4 metres. The main materials proposed would comprise zinc roofs, bricks, and reconstituted stone with brick predominating (to reflect the main local building material). These materials are proposed with the stone generally on the bulk of ground floor walls, with brick on the 2 levels above and, on building 2, a further level of stone. The recessed link element would be all stone and there would be some zinc vertical cladding between several smaller windows to add additional visual interest.
- 3.3 The existing street access onto the site is to be reconfigured and a new access to be moved further away from the railway to reduce highway implications. The entrance has been located in the middle of the site, allowing for various green borders and vegetation to enhance the current entrance onto the site. A total of 6 car parking spaces are proposed adjacent to the access road to the rear comprising 2 -car club, 2-disabled use and 2 visitors as well as electric vehicle charging points. Enclosed and covered cycle stores on the ground floor which would provide 60 spaces as well as internal bin stores with space for storage of separate waste and recycling containers has been proposed within each building both which would be located adjacent to the main entrance and lobby to the buildings which would be situated either side of the link bridge.
- 3.4 There are only a few significant trees on the site with a number of large trees within the land owned by the railway that will not affect the scheme due to the separation distance. Even though landscaping is reserved for future determination, an Arboricultural Report has been submitted which details the tree protection measures, with the main communal garden areas located close to the rear of the two blocks. More open amenity space and landscaping is proposed than is currently on site and no significant trees require removal.
- 3.5 The applicant has submitted several other documents and plans including a Design and Access Statement, an Environmental Noise Assessment, Archaeological Desk-Based Assessment, Planning Statement, Energy Statement, Affordable Housing Statement, Flood Risk and Drainage

Assessment, Transport Assessment, Travel Plan and a Preliminary Ecological Appraisal & Biodiversity Net Gain Assessment.

- 3.6 According to the applicant the development is currently proposed to be an 100% affordable scheme, although this element is still subject to negotiations with a Registered Provider. The intention is to deliver the entire site as affordable housing, specifically at much needed Social Rent levels. The applicant has submitted a draft s106 agreement securing contributions to SAMM/SANG.
- 3.7 According to the applicant the layout was developed directly from the constraints and opportunities the site offers to create an integrated design that sits within the existing context. Due to its town centre location the design compares favourably with the density of many of the developments of a similar scale within the vicinity of the site and in similar locations (e.g., apartments at Victory Park Road and at Addlestone One development). The applicant considers that the proposals will upgrade the area immediately facing the railway with a landmark development which is visible upon arrival into Chertsey. This application seeks to provide much needed accommodation in a sustainable location.

#### 4. Relevant Planning History

- 4.1 The following history is considered relevant to this application:

Reference	Details
RU.20/0046	Erection of a 3 to 6 storey high building comprising 70 apartments in a mixture of studios, 1 and 2 bed apartments following demolition of an existing office building and residential home with associated car parking, refuse, cycle stores and communal amenity area. Refused 14 <sup>th</sup> July 2020
RU.94/0522	Erection of a two storey (12 bed) registered care home and associated two storey office building. Granted 31/01/95
RU.92/0034	Erection of 3 storey building for Business Use (Class B1) with associated parking following demolition of existing public house (revised plans received 14.2.92) refused 07/01/92- appeal dismissed

#### 5 Summary Of Main Relevant Strategies And Policies Relevant To The Decision

- 5.1 National Planning Policy Framework and Guidance.
- 5.2 The Runnymede 2030 Local Plan was adopted on 16 July 2020 and the policies have to be read as a whole. Any specific key policies will be referred to in the planning considerations.
- 5.3 Runnymede Design SPD 2021
- 5.4 SPDs including but not limited to Thames Basin Heaths Special Protection Area 2008, Affordable Housing, S106 Contributions, Green and Blue Infrastructure (GBI).

#### 6. Consultations Carried Out

Consultee	Comments
Environment Agency	No objection
RBC Arboricultural Officer	No objection subject to conditions
Natural England	No objection

<b>RBC Contaminated Land Officer</b>	No objection subject to conditions
<b>SCC County Highway Authority</b>	No objection subject to conditions
<b>SCC Lead Local Flood Authority</b>	No objection subject to conditions
<b>SCC Archaeology</b>	No objection subject to conditions
<b>RBC Drainage Engineer</b>	No objection subject to conditions
<b>RBC Housing Manager</b>	No objection
<b>Surrey Wildlife Trust</b>	No objection subject to conditions
<b>RBC Planning Policy</b>	No objection
<b>Network Rail</b>	No objection
<b>RBC Environment Health Officer</b>	No objection subject to conditions
<b>RBC Conservation Officer</b>	No objection

#### 6.1 Representations and comments from interested parties

6.2 148 Neighbouring properties were consulted in addition to being advertised on the Council's website and 11 letters of representation have been received from neighbouring properties expressing the following concerns:

- Not enough parking is proposed -will there be a condition of rent/sale that these people don't have cars?
- Noise nuisance from the additional flats being located so close to other residential properties
- The area will become gridlocked when the barriers are down for the trains.
- Overdevelopment
- Out of character, out of proportion and out of place in the area and will create an eyesore
- Overlooking
- Loss of privacy
- Public transport services in Chertsey (Rail and Bus) are not good enough to eliminate the need for cars
- All local schools are significantly oversubscribed
- Local doctors do not have capacity
- Building of such a height could set a precedent in the area
- The proposal is very close to the railway line and level crossing and would be very noisy for some of the apartments
- The roads are already highly congested and pollution in the area is on the increase
- Devaluation of property
- Overbearing and will cause overshadowing
- The site would be better placed to be developed for a care home
- Employees from surrounding businesses already use the nearby streets to park

## 7. Planning Considerations

### Principle and Quantum of Development

- 7.1 In the determination of this application regard must be had to the Development Plan and National policy within the NPPF. The application site is also included in the SLAA (Feb 2022) which identifies that this site could accommodate 54 units (net 48 due to the loss of 12 care home units which would equate to 6 residential units). The application site is located within the urban area where the principle of such development is acceptable subject to detailed consideration. This must be considered in light of the presumption in favour of sustainable development advocated by the NPPF. The key planning considerations are the acceptability of development in this location, the acceptability of the access proposed, the impact of the development on the character and visual amenities of the area, including trees, the impact on residential amenity, including noise impacts, affordable housing and infrastructure contributions, issues of traffic, highway safety and parking, contamination, flood risk and drainage, archaeology, and ecology including species protection and biodiversity of the area.
- 7.2 The NPPF confirms that the purpose of the planning system is to contribute to the achievement of sustainable development which consists of three roles; An economic role, social role and environmental role and confirms that the planning system should do everything it can to support sustainable economic growth and that planning should operate to encourage and not act as a pediment to sustainable growth. The application site (no. 2 only) formed part of a wider ELR site (C7), which covered a number of buildings, however The Runnymede 2030 Local Plan has since been adopted and Policy IE3: Catering for modern business needs is relevant. However, it does not appear that the vacant office falls under any of the categories set out under the bullet points of this policy.
- 7.3 The site is predominantly surrounded by residential uses and is located within a reasonable walking and cycling distance of key facilities in Chertsey Town Centre as well as other leisure, employment and education facilities close to the site. Bus stops providing access to Chertsey Town centre as well as to the nearby larger towns of Staines-upon-Thames and Woking are located just a short distance away, and Chertsey Rail Station provides access to the rail network for longer distance trips with the M25 close by. As such the site is in a settlement location and has reasonable access to local facilities and is in a sustainable location. The site has been vacant and under used for some time and is close to local facilities. Also relevant is to help meet employment needs Policy IE1 of the Runnymede 2030 Local Plan proposes to allocate Byfleet Road for some 20,000 sqm net additional employment floorspace (a planning application for this site has been submitted under RU.21/0207-yet to be determined). In terms of acceptability of a residential use compared with a commercial or mixed use, Policy SD1 of the Local Plan advises that Chertsey including Chertsey South will require 2,212 net additional dwellings during the period of the Local Plan (2015-2030). Therefore, it is considered that the use of the site for residential use would be acceptable in principle.

#### Design, Layout and Impact on Character and Appearance of the Area

- 7.4 A core principle of the NPPF is the provision of high-quality design and that permission should be refused for development of poor design that fails to take opportunities available for improving the character and quality of an area and the way it functions. Local Plan Policy EE1 provides a range of requirements for new residential development and the supporting text refers to the careful planning required for such development to meet the objectives of the policy.
- 7.5 The proposed development is on a prominent site, close to the railway crossing and station and it is considered a development in this location could have a positive impact. The predominant character of the immediate area is two storeys, max 2 ½ stories including some Victorian properties, the modern development to the rear is predominantly two storeys with some three storey town houses, (although opposite the site there is some 4-storey set back from the road frontage) and the adjacent former 2 storey high office building to the west has recently been converted to residential use which included an additional floor and a rear extension. Offices/warehouse are located to the east with the railway line in between and this south side of the railway tracks feels much lower and residential, compared with the opposite side around the station and towards the centre of town.

	<b>Previous RU.20/0046</b>	<b>Current RU.21/1634</b>
<b>Storeys</b>	3-6	3-5
<b>Height</b>	9.5-18.9 metres	8.5 - 14.4 metres
<b>No. of units</b>	70	54
<b>Back to back separation distances</b>	12.3m (at three storeys) to 21.8m (at six storeys)	12.48 (at three storeys) to 20.9m (at five storeys)
<b>Communal amenity Space (approx.)</b>	585sqm	900qm and play space

The previous application RU.20/0046 was refused on design and amenity grounds and comprised one building up to 6 storeys high. The current proposal, although it would be up to 5 storeys high, it would effectively be two separate buildings with a 5th floor on building 2 only which would be inset. Building 1 would be 3 storeys high with a further inset floor above this. The elevations of both top floors facing towards residential properties would either have rooflights or secondary obscurely glazed windows.

The proposals reflect the shape of the overall site with two buildings connected by a recessive pend forming a building linked in plan, but visually separated when viewed down Guildford Road. The building footprint steps purposefully back to help break down the overall mass and a recessed top storey has been introduced reducing the overall impact of the building on the streetscape with the taller building closer to the non-residential element of the railway line. The railway provides a natural buffer between the site and the neighbouring buildings to the north, meaning the boundary is less sensitive in terms of separation distance and building heights, therefore, the highest elements of the building are located on this boundary. The development would front directly onto Guildford Road with access into the building through the centre pend. There would be scope for some landscaping across the frontage but as this aspect is a reserved matter to be considered at a later time and as the siting is similar to the existing nearby it is considered that the development would not adversely affect the appearance of the surrounding residential streets. As such, it is considered that the current proposals fit in with the scale and grain of the general pattern of development in the vicinity of the area. As such the layout and design would respect and enhance the townscape and would not be harmful to the established character and appearance of the surrounding area in accordance with Policy EE1.

- 7.6 Regarding the suitability of the living accommodation being provided for future occupants, the current proposal provides more dual aspect accommodation than the previous scheme. 44 flats (81%) would have an enclosed private patio or balcony all exceeding the minimum standard set out in the Council's Adopted Design SPD. The design of the proposed scheme, with enclosed balconies would mean none would overlook each other or directly face onto neighbouring residential properties. In addition to the private amenity space, the layout also includes areas of communal spaces and a play area serving the flatted development which would add interest to the development and create opportunities for communal activities. The larger areas of communal amenity space are at the rear of the proposed buildings where there is less road noise. All of the homes would meet the required Nationally Described Space Standards with the one-bedroom flats all exceeding 50m<sup>2</sup> and the two-bedroom flats exceeding 70m<sup>2</sup> and thus meet the minimum floor space requirements set out in Policy SL19. There is level access to all areas and 2 residents lifts are proposed. All dwellings are designed to comply with Building Regulations Part M4(2) for future adaptation, whilst 5% are designed to Part M4(3) as fully accessible for wheelchair users in compliance with Policy SD7. The design complies with the principles of secured by design and allows for natural surveillance of all the communal areas and the single vehicular access. There will be controlled access doors into the buildings 1 and 2 which will aid security measures at the building.

- 7.7 The Runnymede 2030 Local Plan promotes creating attractive places which make a positive contribution to the Borough's townscape, paying regard to layout and landscape character. It is considered that the development displays evidence of exploring place and context and has some relation to the local character. Furthermore, the design has incorporated the various guidelines and principles set out in the recently adopted Design Guide SPD. Considering the above, it is considered that the proposed development would make a positive contribution and the layout and design would respect and enhance the townscape and the established character and appearance of the surrounding area and would be appropriate for its setting given the local context in compliance with Policies EE1, EE9, and EE11 and the NPPF.

### Heritage

- 7.8 Special regard has to be given to the protection of heritage assets, both above and below ground. The NPPF requires local planning authorities to assess the particular significance of any heritage asset that may be affected by a proposal and consider the balance between the potential harm to a heritage asset and the public benefits of the proposal. Policy EE3 Strategic Heritage Policy states that 'Development that affects Runnymede's heritage assets should be designed to protect, conserve and enhance the significance and value of these assets and their settings'. As the proposed development is in proximity to a number of statutory listed buildings (Chertsey Railway Station and Cowley's Almshouses, 33-41 Guildford Road), the impact of the proposed development on these heritage assets needs to be carefully considered.

Policy EE4 (Listed Buildings) requires that proposals should not adversely affect the Listed Building or its setting by virtue of design, scale, materials, or proximity or impact on views or other relevant aspects of the historic building fabric. The proposal site lies within the setting of two listed buildings, however due to their siting being located obliquely and with other tall buildings located within the vicinity, it is considered that the proposed development would not cause harm to their setting. It is also important to note that the Council's Conservation Officer has raised no objections to the proposals and particularly likes the upper floor solution where the fifth level is inset which minimises the bulk of the highest block. As such, it is considered that the proposal would therefore comply with Policies EE1 and EE4 of the LP and the NPPF.

### Connectivity and Highway Considerations

- 7.9 There would be additional traffic movements in and out of the site and letters of objection have raised concerns about impacts on highway safety and parking in the area, and although the CHA notes the various objections to the proposals considers the site to be relatively sustainable in transport terms, and it is not considered a necessity for future occupiers to own their own vehicle. The provision of car club vehicles on site will have the effect of reducing the need for car ownership for future occupiers and the submitted Travel Plan will offer opportunities to encourage sustainable modes of transport. Therefore, the CHA considers that a "no car" development at this location is acceptable (as per Surrey County Council Car Parking Guidance Policy) in the context of the impact on highway safety and capacity. The Developer cannot be required to "fix" existing issues, but there could be opportunities to introduce parking restrictions or Controlled Parking Zones, however this would be outside of the Planning System. The County Highway Authority have undertaken a site visit and an assessment in terms of the likely net additional traffic generation, access arrangements and parking provision and raises no objection and as such no objections are raised subject to conditions requiring the access to be provided with visibility zones as shown, and also a Construction Transport Management Plan. It is therefore considered that no additional traffic or highway issues have arisen from this current proposal and the scheme satisfies Policy SD4.

### Affordable Housing

7.10 Under Policy SL20 35% of the units should be secured as Affordable Housing. Although still subject to negotiations with a Registered Provider the intention is to deliver the entire site as affordable housing, specifically at much needed Social Rent levels. Under the National Planning Policy Framework (Paragraph 65) 10% of the homes on site should be made available for affordable home ownership. It states that “Exemptions to this 10% requirement should also be made where the site or proposed development...

d) is exclusively for affordable housing...”

Policy SL20 sets the target that “Over the period of the Local Plan the Council will seek to deliver 30% of all net additional dwellings as affordable units of which about 70% will be provided as Affordable/Social Rent and 30% provided as other forms of affordable housing.” Since 2013 just 2% of rented affordable housing completions in Runnymede have been let at Social Rent levels. The remaining 98% were at Affordable Rents and it is understood that most would be at the maximum 80% of market or Local Housing Allowance level. Social Rents are typically nearer to 50% of a market rate. The cost of accommodation in Runnymede Borough is exceptionally high. For some applicants on the Council’s Housing Register the cost of an Affordable Rent can be prohibitive, especially for working households with a low income. Considering recent increases in the cost of living, Social Rents can provide households with security and peace of mind. The Levelling Up the United Kingdom white paper states that, “The UK Government will also increase the amount of social housing available over time to provide the most affordable housing to those who need it. This will include reviewing how to support councils to deliver greater numbers of council homes, alongside Housing Associations. The UK Government will also ask Homes England to play a wider role in supporting mayors and local authorities to realise their ambitions for new affordable housing and regeneration in their areas”.

This application seeks approval for 27 one-bedroom and 27 two-bedroom flats. Policy SL19: Housing Mix and Size Requirements of The Runnymede 2030 Local Plan requires the mix of units to reflect the identified housing needs of the area. Recent figures provided by the Housing Department at Runnymede Borough Council show the breakdown of applications on the Housing Register by the number of bedrooms each household requires:

Bedrooms Required	Number of Applicants	Percentage of Total
One bedroom	616	50.6%
Two bedrooms	342	28.1%
Three bedrooms	206	17.0%
Four (+) bedrooms	53	4.3%
Total	1217	

Runnymede Council’s Allocation Scheme prioritises transfers for tenants who are under occupying family size homes, however the difference in rent on new affordable housing at Affordable Rent (up to twice that of existing social rent tenancies) means that it is difficult to encourage tenants to move unless they are not able to manage in the larger home or are subjected to the Social Sector Size Criteria. Provision of good quality smaller properties at social rent should facilitate the availability of larger homes to people on the Housing Register. The proposed mix of one-bedroom and two-bedroom flats strikes a balance between the needs identified by these figures and a manageable and sustainable development. This application seeks to provide much needed accommodation in a sustainable location. The intended Registered Provider has a local management presence with a proven track record of working with other local services to benefit not just residents of their own accommodation but those of the wider community.

Impact on Trees

7.11 An Arboricultural and Planning Integration Report has been submitted which surveyed 9 category C (various) and 1 category B (oak) trees which are predominantly located on the

boundaries of the site and concludes that to implement the proposal it will be necessary to remove 3 category C trees.

- 7.12 All the vegetation to be removed is of low quality and its loss to public amenity is negligible due to its overall condition and lack of visual presence. All vegetation of high and moderate quality and mostly growing around the boundaries of the site will be retained and can be adequately protected throughout the development process.
- 7.13 As landscaping is a reserved matter it will be determined at a future date, however the indicative plans indicate the retention of the more mature trees on the site and the introduction of additional landscaping around the site including the main communal areas to the rear which will provide outdoor amenity space for residents.
- 7.14 The retained trees can be adequately protected during construction activities to sustain their health and longevity. Elsewhere there are opportunities for tree, shrub and hedge planting across the site. Precautions to ensure that the trees are protected and preserved for the future are proposed which includes tree protection measures implemented in conjunction with the proposals. Consequently, there will be an acceptable impact upon the local trees, subject to adhering to normal tree protection and construction techniques.
- 7.15 The Council's Tree Officer does not object to the works but recommends a condition requiring the tree protection measures are carried out as set out in the Arboricultural and Planning Integration Report by GHA dated 06/09/2021 Ref GHA/DS/122360:21. The proposal therefore complies with policies EE1, EE9 and EE11.

#### Ecology

- 7.16 Any development should not adversely affect the ecological interests of the site, indeed any future application could be an opportunity to improve the biodiversity of the area. A Preliminary Ecological Appraisal and Biodiversity Net Gain report (TSA Ecology April 2022) and a Bat Presence/Likely Absence Report (TSA Ecology June 2022) have been submitted with the application which considers the ecology of the site. A bat survey has recently been carried out during which no bats were seen to emerge from Buildings 1 and 2 within the site which were assessed as having low potential to support roosting bats and the new building works will include opportunities for nesting and roosting for bats. Surrey Wildlife Trust raises no objections subject to compliance with the submission of a Landscape and Ecological Management Plan (LEMP) and biodiversity enhancement to include bat boxes. With the landscaping on the site being a future reserved matter for determination and in combination with successful implementation of the avoidance, mitigation and enhancement measures set out in the above-mentioned submission documents and subject to safeguarding conditions, it is considered that the proposed development can be carried out without any harmful impacts on protected species or habitats and the scheme complies with Policies EE9 and EE11.

#### Public Open Space

- 7.17 In terms of recreation, Local Plan Policy SL26 requires the provision of play spaces in new housing developments of 20 dwellings (net) or more. The revised scheme has resulted in a slightly greater communal space which would amount to 900sqm and a (toddler) play area has been indicated on the site layout plan. It is considered that the provision can be secured via a condition or legal agreement as can its future maintenance. On this basis it is considered that the proposal would comply with Policy SL26 and that the quantum of development could be achieved whilst providing space for recreation. A management company will be set up to maintain all the communal areas within the site, including landscaping, open space and non-adopted roads.

#### Land Contamination

- 7.18 No objections have been raised by the Council's Contaminated Land Officer subject to conditions securing the installation of a ground gas or vapour protective membrane in compliance with Policy EE2 of the Runnymede 2030 Local Plan.



## Noise and Air Quality Management

- 7.19 The noise environment at the site is influenced by railway noise which lies to the northeast of the site. A Noise Assessment has been undertaken to assess the baseline situation, the suitability of the site for residential development and identify any mitigation measures. The most likely units to be affected are those along the north eastern flank of building 2 which includes balconies, although these would be predominantly enclosed. It is considered that providing an element of private amenity space weighs in favour of some inevitable noise impacts and it is considered that by specifying appropriate glazing and facade construction along with acoustically treated means of ventilation, it will be possible to ensure that an acceptable internal environment within the proposed buildings will be met.
- 7.20 Overall, it is concluded that, with the recommended measures in place, the occupants of the new properties can be provided with an acceptable acoustic environment. It is for these reasons and subject to conditions the proposed development is in accordance with Policy EE2 of the Local Plan and relevant policies in the NPPF in relation to noise.

## Flood Risk and Drainage

- 7.21 The site is within Flood Zone 1 and a Groundwater Source Protection Zone and there is a risk of surface water flooding which coincides with an overland flow route, however, proposed buildings are outside of the footprint of the route. A Flood Risk Assessment was submitted in accordance with the requirements of the NPPF including details of Sustainable Urban Drainage.
- 7.22 Surrey County Council as Lead Local Flood Authority (LLFA) is satisfied the proposals meet the requirements set out in the technical Standard and Planning Policy Guidance. It is therefore considered that the site can deal with surface water drainage for the development in a sustainable manner which complies with the NPPF. The details of the drainage scheme can be secured by conditions as recommended by the LLFA.

## Impact on Neighbouring Amenity

- 7.23 Regarding the effect of the proposals on the living conditions of neighbouring properties, Galleon House (4-10 Guildford Road) to the west comprises a recent office to residential conversion with extensions to the roof providing a total of 12 flats. Building 1 would be located close to the side boundary with this property and would extend further to the rear, however the existing no. 2a extends significantly to the rear and has several first-floor side windows facing directly into the rear parking and garden area. Although the proposed development would be 2 storeys higher, the building would be staggered, the 4<sup>th</sup> floor would be inset and the side windows would all be secondary and obscurely glazed with no balconies facing directly into the rear parking and garden area.
- 7.24 Nos, 53-57 Highcross Place to the rear of the site comprise 2 storey high modern terraces with no.57 having a short rear garden. The proposals have been amended which has resulted in a reduction in the depth of building 2 as well as the removal of angled windows, it is not considered that there would be any direct overlooking in view of the position and location of windows, balconies and separation distances. Greater separation distances would be maintained as well as a significant reduction in mass and bulk when compared to the earlier refused scheme (RU.20/0046). The building has been designed with articulation and setbacks to maintain appropriate relationships to surrounding residential properties. This articulation and stepping back of the footprint on the upper floors also responds positively to the existing properties, with increasing separation distances as the heights of the building increase. At least a 22m separation distance from windows in the development to rear gardens to properties to the southwest of the site would be maintained.
- 7.25 It is considered that these separation distances, coupled with the orientation and form of the proposed development, the position of windows and balconies, retention of trees and future landscape enhancement which will also act as a landscape screen would avoid harmful overlooking and would provide an acceptable relationship between the existing and proposed dwellings and would not have a significant impact upon the residential amenities of all these properties and as such the proposal complies with Policy EE1.

## Other Matters

- 7.26 As the site is within an Area of High Archaeological Potential, Policy EE7 of the Local Plan requires the applicant to carry out an archaeological review of the site. A desk study has been carried out which concludes that the site has potential to contain evidence of medieval and post medieval development and recommends that further work may be required to clarify the archaeological potential of the site. The County Archaeologist has reviewed the study and agrees with the recommendations of the assessment and considers that it would be reasonable and proportionate to secure the evaluation and any further works by condition in compliance with the requirements of Policy EE7.
- 7.27 The proposed development will have impacts on local infrastructure including education, health and Police which will all now be delivered through CIL in compliance with Policy SD7.
- 7.28 Policy EE10 states that additional residential development (including strategic allocations) beyond the 400m Special Protection Area exclusion zone, but within 5km of the Special Protection Area boundary, will need to put in place adequate measures to avoid and mitigate potential effects on the Special Protection Area. These must be delivered prior to occupation and in perpetuity and agreed with Natural England (NE). NE agrees with the position that the Council has taken in relation to the provision of strategic SANGS and securing SAMM payments. Following assessment by the Council as a competent authority, the Council is satisfied that subject to the completion of a legal agreement towards mitigation at these areas the risk of adverse effects on the integrity of the habitats site will be avoided. The applicant has submitted a draft S106 with the application and as competent authority the Council's appropriate assessment requires a contribution of £79,282.13 toward the provision of SANG and £31,590.00 towards the provision of SAMM in accordance with the Council's Adopted SPG. Subject to securing the SANG and the relevant SAMM contributions by way of a s106 agreement, it is considered that the proposal would address the impacts of the development the impact arising from the development on the Thames Basin Heath Special Protection Area in accordance with the Council's policies and the NPPF in compliance with Policy EE10.
- 7.29 Policy SD8 requires development of 1,000sqm or more to meet 10% of that development's energy requirements from renewable and/or low carbon technologies and new policy SD7 promotes sustainable design. As the proposal is for approx. 4,047sqm (GIA) of residential floorspace Policy SD8 requires development of this scale to consider whether connection to existing renewable/low carbon or decentralised networks is possible. The Energy Statement sets out that the proposed development will produce 11.60% less CO2 and use 12.14% less energy than the baseline scenario, which would surpass the on-site target reduction of 10%, as required by the policy. The applicant has submitted an Energy Assessment which indicates that this will be achieved through the provision of solar power (PV) generated electricity. However, no further details of measures have been provided and therefore conditions are recommended to secure this and in respect of water efficiency, and the proposal complies with the policies SD7 and SD8 and the NPPF.

## 8. **Planning Obligations/Community Infrastructure Levy (CIL)**

- 8.1 In line with the Council's Charging Schedule the proposed development would be CIL liable.

## 9. **Equality And Human Rights Considerations**

- 9.1 Consideration has been given to Articles 1 and 8 of the First Protocol of the European Convention on Human Rights. It is not considered that the decision would result in a violation of any person's rights under the Convention.

Consideration has been given to s149 of the Equality Act 2010 (as amended), which imposes a public sector equality duty that requires a public authority in the exercise of its functions to have due regard to the need to:

- (a) Eliminate discrimination, harassment, victimisation and any other conduct prohibited by the Act
- (b) Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it
- (c) Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

It is considered that the decision would have regard to this duty.

## 10. Conclusions

10.1 The site is in the urban area and is included the Council's SLAA (Feb 2022). The proposal would provide a net addition of 48 dwellings which will contribute to housing supply particularly for family homes in the borough. This has to be given significant weight in favour of the application. The application site is not a proposed Strategic Employment Area (SEA) and it is in the urban area so the presumption is in favour of development. The design and quantum of development proposed makes an efficient use of an appropriate site and is not considered to be harmful to the character of the area or on future occupiers. The traffic and highway safety aspects of the application have been reviewed by the County Highway Authority who raises no objections and conclude that the proposed access is safe, and no harmful impacts would arise in respect of the highway network in the area. No other technical planning issues have been identified that would prevent planning permission being granted in accordance with the development plan and the NPPF.

10.2 The development has been assessed against the following Development Plan policies – SD1, SD2, SD3, SD4, SD5, SD7, SD8, SL19, SL20, SL26, EE1, EE2, EE3, EE4, EE7, EE9, EE10, EE11, EE12, EE13, IE2 and IE3 of the Runnymede 2030 Local Plan of the Runnymede Borough Local Plan Second Alteration April 2001, the policies of the NPPF, guidance in the PPG, and other material considerations including third party representations. It has been concluded that the development would not result in any harm that would justify refusal in the public interest. The decision has been taken in compliance with the requirement of the NPPF to foster the delivery of sustainable development in a positive and proactive manner.

## 11. Formal Officer Recommendation

### Recommendation Part A:

The CHDMBC be authorised to grant planning permission Subject to the completion of a Section 106 legal agreement under the Town and Country Planning Act 1990 (as amended) to secure the following obligations:

1. **SAMM (TBHSPA) financial contribution of £31,590.00**
2. **SANG(TBHSPA) financial contribution of £79,282.13**
3. **The provision and deliverability of 100% Affordable Housing details of which will be subject to approval of the Council's Housing Officers**
4. **Secure management arrangements for the maintenance of the open space**

All figures and contributions will also need to be finalised in negotiation with the applicant and relevant consultees and final authority in these negotiations is given to the CHDMBC.

And the following conditions:

1 Time

- (a) Application for approval of the reserved matters shall be made to the Planning Authority before the expiration of three years from the date of this permission.
- (b) The development hereby permitted shall be begun either before the expiration of five years from the date of this permission, or before the expiration of two years from the date of approval of the reserved matters to be approved, whichever is the later.

Reason: To comply with Article 4 of the Town and Country Planning (Development Management Procedure) (England) Order 2010.

2 Reserved Matters

Approval of the details of the landscaping of the site within (hereinafter called "the reserved matters") shall be obtained from the Planning Authority in writing before any development is commenced and shall be carried out as approved.

Reason: To comply with Article 4 of the Town and Country Planning (Development Management Procedure) (England) Order 2010.

3 List of approved plans

The development hereby permitted shall not be carried out except in complete accordance with the approved Schedule of Plans as set out in  
183\_L(10)-102-P1 - Location Plan, 183\_L(10)-200-P2 - Existing Site Plan, D00-00W\_011-001 01 - Bauder Solar Panels received 17/09/21, **183\_L(20)-200-P6 Proposed Site Plan**, 183\_L(20)-201-P4 Separation Distances Second Level, 183\_L(20)-300-P6 Proposed Ground Floor Plan, 183\_L(20)-301-P6 Proposed First Floor Plan, 183\_L(20)-302-P4 Proposed Second Floor Plan, 183\_L(20)-305-P5 Proposed Roof Plan, 183\_L(20)-400-P4 Sections, 183\_L(20)-500-P3 Elevations Building 1, 183\_L(20)-501-P3 Elevations Building 2, 183-View Sheet 01-P1, 183-View Sheet 02-P1, received 26/05/22, 183\_L(20)-502-P4 Contextual Elevations, 183 Chertsey Schedule-P3, 183\_L(20)-303-P6 Proposed Third Floor Plan and 183\_L(20)-304-P6 Proposed Fourth Floor received 22/06/22

Reason: To ensure high quality design and to comply with Policy EE1 of the Runnymede 2030 Local Plan and guidance in the NPPF.

4 External Materials

No development above slab level shall commence until details of the materials to be used on the external surfaces of the dwellings have first been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out and maintained in accordance with the approved details.

Reason: In the interests of the visual amenities of the area and the character and appearance of the area and to comply with Policy EE1 of the Runnymede 2030 Local Plan and guidance in the NPPF.

5 Finishing Materials

No development above slab level shall commence until a specification of all the finishing materials to be used in any hard surfacing on the application site have been submitted to and approved in writing by the Local Planning Authority and thereafter undertaken in accordance with the approved scheme.

In the interests of the visual amenities of the area and the character and appearance of the area and to comply with Policy EE1 of the Runnymede 2030 Local Plan and guidance in the NPPF.

6 Hard and Soft Landscaping

- a) Full details of both hard and soft landscaping works including tree planting shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the above ground construction of the buildings hereby permitted in detail and these works shall be carried out as approved prior to the first occupation of the development. This scheme shall include indications of all changes to levels, hard surfaces, walls, fences, or other means of enclosure within or around the site, access features, minor structures, the existing trees and hedges to be retained, the new planting to be carried out, measures to be taken to ensure that retained trees and their roots are not damaged and details of the measures to be taken to protect existing features during the construction of the development.
- (b) All hard and soft landscaping works shall be carried out in accordance with the approved details. Arboricultural work to existing trees shall be carried out prior to the commencement of any other development, otherwise all remaining landscaping work and new planting shall be carried out prior to the occupation of any part of the development or in accordance with the timetable agreed with the Local Planning Authority. Any trees or plants, which within a period of five years of the commencement of any works in pursuance of the development die, are removed, or become seriously damaged or defective, shall be replaced as soon as practicable with others of similar size and species, following consultation with the Local Planning Authority, unless the Local Planning Authority gives written consent to any variation.

Reason: To preserve and enhance the character and appearance of the surrounding area and to comply with Policies EE1, EE9, and EE11 of the Runnymede 2030 Local Plan and guidance in the NPPF.

#### 7 Tree Protection

The construction of the development shall take place fully in compliance with the measures set out in the Arboricultural and Planning Integration Report by GHA dated 06/09/2021 Ref GHA/DS/122360:21. Such measures and enhancements as provided shall be retained and maintained thereafter.

Reason: To protect the trees to be retained and enhance the appearance of the surrounding area, to ensure that replacement trees, shrubs and plants are provided and to protect the appearance of the surrounding area and to comply with Policies EE1, EE9, and EE11 of the Runnymede 2030 Local Plan and guidance in the NPPF.

#### 8 Tree retention

No tree to be retained in accordance with the approved plans (hereafter known as retained trees and including offsite trees) shall be cut down, uprooted or destroyed and no works to the above or below ground parts of the trees in excess of that which is hereby approved shall be carried out without the written approval of the Local Planning Authority until the expiration of five years from the date of completion of the development. If, within this time, a retained tree is pruned not in accordance with BS3998, removed, uprooted, damaged in any way, destroyed or dies, replacement trees shall be planted at the same place, sufficient to replace the lost value of the tree as calculated using an amenity tree valuation system, unless otherwise agreed in writing by the Local Planning Authority. The number, size, species, location and timing of the replacement planting shall be as specified by the Local Planning Authority.

Reason: To protect the trees to be retained and to preserve and enhance the appearance and biodiversity of the surrounding area and to comply with Policies EE1, EE9 and EE11 of the Runnymede 2030 Local Plan.

#### 9 Tree replacement

If within a period of five years from the date of the planting of any tree, shrub or plant, that tree, shrub or plant or any tree, shrub or plant planted in replacement for it, is removed, uprooted, destroyed, dies or becomes seriously damaged or defective, another tree, shrub or plant of the same species and size as that originally planted, shall be planted at the same place, unless the Local Planning Authority gives its written consent to any variation.

Reason: To protect the trees to be retained and enhance the appearance and biodiversity of the surrounding area, to ensure that replacement trees, shrubs and plants are provided and to comply with Policies EE1, EE9 and EE11 of the Runnymede 2030 Local Plan and guidance within the NPPF.

#### 10 Landscape Management Plan

An Arboricultural Maintenance Plan and Landscape Management Plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas other than small, privately-owned domestic gardens, shall be submitted to and approved in writing by the Local Planning Authority before occupation of the development. The landscape areas shall be managed and maintained thereafter in accordance with the agreed landscape management plan.

Reason: To protect the trees to be retained and enhance the appearance of the surrounding area, to ensure that replacement trees, shrubs and plants are provided and to protect the appearance of the surrounding area and to comply with Policies EE1, EE9, and EE11 of the Runnymede 2030 Local Plan and guidance in the NPPF.

#### 11 Surface Water Drainage

The development hereby permitted shall not commence until details of the design of a surface water drainage scheme have been submitted to and approved in writing by the planning authority. The design must satisfy the SuDS Hierarchy and be compliant with the national Non- Statutory Technical Standards for SuDS, NPPF and Ministerial Statement on SuDS. The required drainage details shall include:

- a) The results of infiltration testing completed in accordance with BRE Digest: 365 and confirmation of groundwater levels.
- b) Evidence that the proposed final solution will effectively manage the 1 in 30 & 1 in 100 (+40% allowance for climate change) storm events and 10% allowance for urban creep, during all stages of the development. The final solution should follow the principles set out in the approved drainage strategy.
- c) Detailed drainage design drawings and calculations to include: a finalised drainage layout detailing the location of drainage elements, pipe diameters, levels, and long and cross sections of each element including details of any flow restrictions and maintenance/risk reducing features (silt traps, inspection chambers etc.). Confirmation is required of a 1m unsaturated zone from the base of any proposed soakaway to the seasonal high groundwater level and confirmation of half-drain times.
- d) A plan showing exceedance flows (i.e., during rainfall greater than design events or during blockage) and how property on and off site will be protected from increased flood risk.
- e) Details of drainage management responsibilities and maintenance regimes for the drainage system.
- f) Details of how the drainage system will be protected during construction and how runoff (including any pollutants) from the development site will be managed before the drainage system is operational.
- g) Confirmation that proposed infiltration does not occur in made ground
- h) Confirmation that surface water has received adequate treatment prior to discharge into ground.

Reason: To ensure the design meets the national Non-Statutory Technical Standards for SuDS and that the final drainage design does not increase flood risk on or off site and to comply with Policies SD7, EE12 and EE13 of the Runnymede 2030 Local Plan and guidance within the NPPF.

12 Verification Report SUDS

Prior to the first occupation of the development, a verification report carried out by a qualified drainage engineer must be submitted to and approved by the Local Planning Authority. This must demonstrate that the surface water drainage system has been constructed as per the agreed scheme (or detail any minor variations), provide the details of any management company and state the national grid reference of any key drainage elements (surface water attenuation devices/areas, flow restriction devices and outfalls), and confirm any defects have been rectified.

Reason: To ensure the Drainage System is constructed to the National Non-Statutory Technical Standards for SuDS and to comply with Policies SD7, EE12 and EE13 of the Runnymede 2030 Local Plan and guidance within the NPPF.

13 Electric vehicle charging and car club bays

The development hereby approved shall not be first occupied unless and until the following facilities have been provided in accordance with the approved plans for:

- (a) The provision of two on site car club bays and car club vehicles
- (b) The provision of electric vehicle charging points provided with a fast charge socket (current minimum requirement: 7kw Mode 3 with Type 2 connector - 230 v AC 32-amp single phase dedicated supply)

and thereafter the said approved facilities shall be provided, retained and maintained to the satisfaction of the Local Planning Authority.

Reason: To ensure sustainable design and to comply with policy SD7 of the Runnymede 2030 Local Plan and the NPPF.

14 Closure of existing access

The development hereby approved shall not be first occupied unless and until the existing access from the site to Guildford Road has been permanently closed and any kerbs, verge, footway, fully reinstated.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users and to comply with Policy SD4 of the Runnymede 2030 Local Plan and guidance within the NPPF.

15 New Access

No part of the development shall be first occupied unless and until the proposed vehicular access to Guildford Road has been constructed and provided with visibility zones in accordance with the approved plans and thereafter the visibility zones shall be kept permanently clear of any obstruction over 1.05m high.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users and to comply with Policy SD4 of the Runnymede 2030 Local Plan and guidance within the NPPF.

16 Parking

The development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with the approved plans for vehicles and cycles to be parked and for the loading and unloading of vehicles and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking, loading & unloading and turning areas shall be retained and maintained for their designated purposes.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users and to comply with Policy SD4 of the Runnymede 2030 Local Plan and guidance within the NPPF.

17 Construction Management Plan

No development shall commence until a Construction Transport Management Plan, to include details of:

- (a) parking for vehicles of site personnel, operatives and visitors
- (b) loading and unloading of plant and materials
- (c) storage of plant and materials
- (d) programme of works (including measures for traffic management)
- (e) provision of boundary hoarding behind any visibility zones
- (f) measures to prevent the deposit of materials on the highway
- (g) before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused
- (h) on-site turning for construction vehicles

has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction of the development.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users and to comply with Policy SD4 of the Runnymede 2030 Local Plan and guidance within the NPPF.

18 Sustainable development

In the event any gas-fired boilers are installed as part of any of the development hereby approved, they shall meet a minimum emissions standard of 40 mg NO<sub>x</sub>/kWh.

Reason: To sustain compliance with and contribute towards EU limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas in accordance with guidance within the NPPF.

19 Ground gas or vapour protective membrane

Before the commencement of the above ground construction of the development hereby permitted, details of the ground gas or vapour protective membrane (regarding ground gas or vapour migration pathways) which is to be laid under the floor of the development hereby approved, shall be submitted to and approved in writing by the Local Planning Authority. Details should include a detailed plan of where the membrane is to be installed, the name and model number of the membrane to be deployed and details as to how the membrane is to be installed and who by. Following approval of the plan, the membrane shall be laid in accordance with the approved plan. The membrane is to be retained for the life of the development.

Within two weeks of installation of the approved ground gas or vapour protective membrane (regarding ground gas or vapour migration pathways), details of how the approved membrane was installed including proof of purchase and photographic evidence of installation shall be submitted to and approved by the Local Planning Authority.

Reason: To ensure that risks from land contamination to the future users of the land are minimised, together with those to controlled waters, property and ecological systems and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off-site receptors in accordance with Policy EE2 of the Runnymede 2030 Local Plan and guidance within the NPPF

20 Noise (Acoustic insulation and ventilation)

No above ground development shall commence until a noise mitigation scheme has been submitted to and approved in writing by the local planning authority. The submitted scheme shall demonstrate that noise levels within all dwellings will not exceed 35 dB(A) LAeq 0700 –



2300 within living rooms and bedrooms and will not exceed 30 dB(A) LAeq 2300 – 0700. Also, typical peak noise levels shall not exceed 45 dB(A) L<sub>Amax</sub>, 2300 - 0700 in bedrooms. The mitigation scheme should include details of any mechanical ventilation scheme proposed, to facilitate reasonable levels of comfort cooling when windows are closed. Development shall be carried out in accordance with the approved details prior to occupation of any part of the development, or in accordance with an alternative timetable to be agreed in writing with the local planning authority.

Reason: To protect the amenities of occupiers of the development and to comply with Policy EE2 of the Runnymede 2030 Local Plan and guidance within the NPPF.

## 21 Ecology

The construction of the development hereby approved in detail shall take place fully in compliance with the measures set out in The Preliminary Ecological Appraisal and Biodiversity Net Gain report (TSA Ecology April 2022) and The Bat Presence/Likely Absence Report (TSA Ecology June 2022) and the final development shall include the mitigation and enhancement measures as recommended in The Preliminary Ecological Appraisal and Biodiversity Net Gain report (TSA Ecology April 2022) and the Bat Presence/Likely Absence Report (TSA Ecology June 2022) including the provision of bat boxes. Such measures and enhancements as provided shall be retained and maintained thereafter.

Reason: To protect the habitat of bats, any invertebrates, badgers, the flora, fauna and ecological value on the site and to comply with Policy EE9 of the Runnymede 2030 Local Plan and guidance within the NPPF.

## 22 Landscape and Ecological Management Plan (LEMP)

A Landscape and Ecological Management Plan (LEMP) shall be submitted to and approved in writing by the LPA prior to the occupation of development. The LEMP should be based on the proposed impact avoidance, mitigation and enhancement measures specified in the Preliminary Ecological Appraisal and Biodiversity Net Gain report (TSA Ecology April 2022) and should include, but not be limited to following:

- a) Description and evaluation of features to be managed
- b) Ecological trends and constraints on site that might influence management
- c) Aims and objectives of management
- d) Appropriate management options for achieving aims and objectives
- e) Prescriptions for management actions, together with a plan of management compartments
- f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period)
- g) Details of the body or organisation responsible for implementation of the plan
- h) Ongoing monitoring and remedial measures
- i) Legal and funding mechanisms by which the long-term implementation of the plan will be secured by the applicant with the management body(ies) responsible for its delivery.
- j) Monitoring strategy, including details of how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme.

Reason: To enhance the appearance and biodiversity of the surrounding area and to comply with Policies EE1, EE9 and EE11 of the Runnymede 2030 Local Plan and guidance within the NPPF.

## 23 Sensitive Lighting Scheme

Before any external lighting is installed at the site, details shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details and be retained as such thereafter.

Reason: To protect the amenities of occupiers of nearby properties and to protect wildlife and to comply with Policies EE2 and EE9 of the Runnymede 2030 Local Plan and guidance within the NPPF.

24 Renewable Energy

Prior to the first occupation of the development hereby approved in detail, details of the chosen renewable energy/low carbon technology to be used, along with calculations demonstrating that a minimum of 10% of the predicted energy consumption would be met through renewable energy/low carbon technologies shall be submitted to and approved in writing by the Local Planning Authority (LPA). Development shall be carried out in accordance with the approved details and thereafter retained, maintained and operational unless otherwise agreed in writing by the LPA.

In the event of air or ground source heat pumps being the chosen renewable energy measure, details shall be submitted to and approved in writing by the LPA prior to installation. Details shall include acoustic data to demonstrate that there will be no increase in the background noise level and that there will be no tonal noise emitted from the unit, as well as details of the location of the unit(s) and the distance to the closest dwelling.

In the event of PV's panels being part of the chosen renewable energy measure, details shall be submitted to and approved in writing by the LPA prior to installation.

Reason: To ensure that a minimum of 10% of the energy requirement of the development is produced by on-site renewable energy sources/low carbon technology and to protect the amenities of occupiers of nearby properties and to comply with Policy SD8 of the Runnymede 2030 Local Plan and guidance within the NPPF.

25 Archaeological Work

No development shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the Planning Authority.

Reason: To allow archaeological information to be recorded and to comply with Policy EE7 of the Runnymede 2030 Local Plan and guidance within the NPPF.

26 Provision of Play Areas

Prior to the commencement of above ground works of development hereby approved details of the siting, size and design of the children's equipped play area shall be submitted to and approved in writing by the Local Planning Authority. Such details shall include measures for management and maintenance, and the scheme shall be implemented fully in accordance with the approved details and retained for the lifetime of the development. **The details shall be in accordance with approved drawing 183\_L (20)-200-P6 Proposed Site Plan.**

Reason: To ensure the development includes high quality open spaces to enhance the health and well-being of the future occupiers of the development and to comply with Policy SL26 of the Runnymede 2030 Local Plan and guidance in the NPPF.

27 Water Efficiency

Prior to the first occupation of the development hereby permitted it shall be demonstrated that the optional requirement for water consumption (110 litres use per person per day) in Regulation 36(2)(b) of the Building Regulations has been complied with for that dwelling.

Such details as shall be approved shall be fully implemented and retained for the lifetime of the development

Reason: In order to achieve water efficiency and sustainable development and to comply with Policy SD7 of the Runnymede 2030 Local Plan and guidance within the NPPF.

28 Gates and accessibility

No gates shall be provided across the vehicular entrance to the development. There shall also be no lockable gate to pedestrian access points.

Reason: To protect the visual amenities of the area and to promote inclusive communities in accordance with the NPPF.

**Informatives:**

1 Summary of Reasons to Grant Consent

The decision has been taken in compliance with the requirement in the NPPF to foster the delivery of sustainable development in a positive and proactive manner.

2 New Vehicle Crossovers and Dropped Kerbs

The permission hereby granted shall not be construed as authority to carry out any works on the highway. The applicant is advised that prior approval must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, or verge to form a vehicle crossover or to install dropped kerbs. Please see [www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/vehicle-crossovers-or-dropped-kerbs](http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/vehicle-crossovers-or-dropped-kerbs) .

3 Other Works to the Highway

The permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit and, potentially, a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see <http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme> . The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see [www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice](http://www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice)

4 Closure of existing access

When a temporary access is approved or an access is to be closed as a condition of planning permission an agreement with, or licence issued by, the Highway Authority Local Highways Service will require that the redundant dropped kerb be raised and any verge or footway crossing be reinstated to conform with the existing adjoining surfaces at the developers expense.

5 Mud/debris on the highway

The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in

clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149)

6 Accommodation works

The developer is advised that as part of the detailed design of the highway works required by the above condition(s), the County Highway Authority may require necessary accommodation works to streetlights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.

7 Damage to the highway

Section 59 of the Highways Act permits the Highway Authority to charge developers for damage caused by excessive weight and movements of vehicles to and from a site. The Highway Authority will pass on the cost of any excess repairs compared to normal maintenance costs to the applicant/organisation responsible for the damage.

8 Utility works liaison

The developer would be expected to agree a programme of implementation of all necessary statutory utility works associated with the development, including liaison between Surrey County Council Streetworks Team, the relevant Utility Companies and the Developer to ensure that where possible the works take the route of least disruption and occurs at least disruptive times to highway users.

9 Electric vehicle charging

It is the responsibility of the developer to ensure that the electricity supply is sufficient to meet future demands and that any power balancing technology is in place if required. Please refer to:

<http://www.beama.org.uk/resourceLibrary/beama-guide-to-electric-vehicle-infrastructure.html> for guidance and further information on charging modes and connector types.

10 Many trees contain wildlife such as bats and nesting birds that are protected by law. The approval given by this notice does not override the protection afforded to these species and their habitats. You must take any necessary steps to ensure that the work you are carrying out will not harm or disturb any protected species or their habitat. If it may do so you must also obtain permission from Natural England prior to carrying out the work. For more information on protected species please go to [www.naturalengland.gov.uk](http://www.naturalengland.gov.uk).

11 Unless it can be demonstrated that it is unfeasible to do so the applicant shall achieve compliance with Part M4(2) of the Building Regulations with 5% of dwellings achieving Part M4 (3).

12 The applicant is advised to incorporate into the development the principles and practices of the 'Secured by Design' scheme in consultation with the Designing Out Crime Officer.

13 The applicant is advised that under the Control of Pollution Act 1974, construction work which will be audible at the site boundary will be restricted to the following hours: -

8.00am - 6.00pm      Monday to Friday  
8.00am - 1.00pm      Saturday  
and not at all on Sundays and Bank Holidays.

14 If proposed works result in infiltration of surface water to ground within a Source Protection Zone the Environment Agency will require proof of surface water treatment to achieve water quality standards.

- 15 If there are any further queries please contact the Flood Risk Asset, Planning, and Programming team via [SUDS@surreycc.gov.uk](mailto:SUDS@surreycc.gov.uk) . Please use our reference number in any future correspondence.
- 16 The applicant / developer is advised to contact Network Rail's Asset Protection and Optimisation (ASPRO) team via [AssetProtectionWessex@networkrail.co.uk](mailto:AssetProtectionWessex@networkrail.co.uk) prior to works commencing. The applicant / developer may be required to enter into an Asset Protection Agreement to get the required resource and expertise on-board to enable approval of detailed works. More information can also be obtained from our website <https://www.networkrail.co.uk/running-the-railway/looking-after-the-railway/asset-protection-and-optimisation/>.

**Recommendation Part B:**

The CHDMBC be authorised to refuse planning permission should the S106 not progress to his satisfaction or if any significant material considerations arise prior to the issuing of the decision notice that in the opinion of the CHDMBC would warrant refusal of the application. Reasons for refusal relating to any such matter are delegated to the CHDMBC.



# Elevations

Project No.	14	12.17.2015
Client	URM	12.17.2015
Project Name	URM	12.17.2015
Project Location	URM	12.17.2015



CONTEXT ELEVATION 1



CONTEXT ELEVATION 2



Not to scale



URM

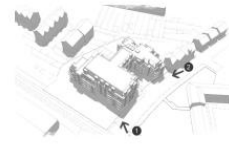
**PLANNING**  
 Proposed Residential Development  
 On Site at Gullburg Road, Chesham

View 1 to 4



View 1

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View 2



77 St. Vincent Street  
Glasgow, G2 5TF | 0141 363 2748 CHARTERED ARCHITECTS

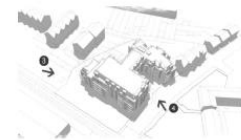
**PRELIMINARY**

Client				
Grove Developments				
Project Title				
Proposed Residential Development on Site at 3 Guildford Road, Chertsey				
Drawing Title				
3D Views Sheet 01				
Date	Scale	Drawn	Checked	A4
May 21	N/S	GP	MR	
Drawing No.				Rev
183 - View Sheet 01				P2



View 3

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View 4



77 St. Vincent Street  
Glasgow, G2 5TF | 0141 363 2748 CHARTERED ARCHITECTS

**PRELIMINARY**

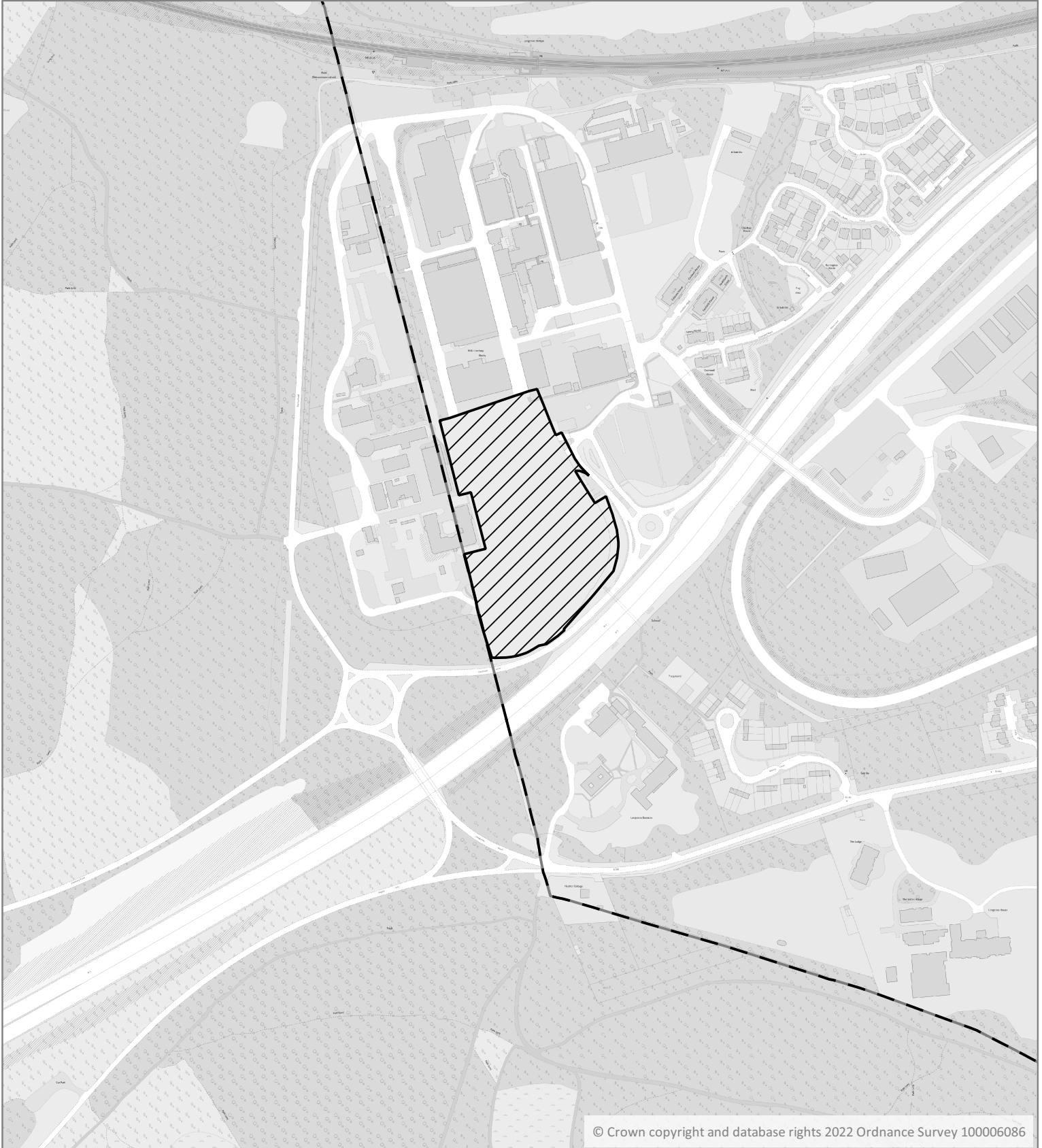
Client				
Grove Developments				
Project Title				
Proposed Residential Development on Site at 3 Guildford Road, Chertsey				
Drawing Title				
3D Views Sheet 02				
Date	Scale	Drawn	Checked	A4
May 21	N/S	GP	MR	
Drawing No.				Rev
183 - View Sheet 02				P2





Date: 13/07/2022

**Chobham Lane, Longcross, KT16 0EE**



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Scale: 1:6,000

0 100 200 m

**RU.22/0686**



**Committee Agenda Reference: 5C**

<b>APPLICATION REF:</b>	<b>RU.22/0686</b>
<b>LOCATION</b>	Longcross North - Data Centre Site, CHOBHAM LANE, LONGCROSS,, KT16 0EE
<b>PROPOSAL</b>	Section 73 application for Variation of Condition 10 (approved plans) of planning permission RU.21/0780 [(Phase 3 Reserved Matters application for the development of a data centre campus comprising: a) A building(s) for data storage and processing, associated cooling infrastructure, ancillary office and technical space and roof mounted PV cells; b) Energy Centre Building; c) Stand-By Generators and fuel storage; d) HV Sub-Station; e) visitor reception centre; 3 f) hard and soft landscaping and g) new roads, paths and yards and the provision of parking for cycles, cars and commercial vehicles, and requiring: h) site preparation and earthworks, i) drainage and associated infrastructure works (including SUDS), j) the erection of walls (including retaining walls) and fences, k) the installation of external lighting and necessary physical security systems, and l) other enabling works required during the construction and operation of the data centre campus The application forms part of phase 3 of planning permission RU.13/0856 (as revised under RU.16/0584) (Hybrid planning permission for the demolition of existing buildings and redevelopment of the Longcross North site)] to seek amendments to the approved plans including relocation of the energy centre, changes to the data centre building, re-positioning of the HV substation and re-siting and redesign of the back up generators.
<b>TYPE</b>	Removal / Vary Condition(s) from Planning Permission
<b>EXPIRY DATE</b>	26/07/2022
<b>WARD</b>	Longcross, Lyne and Chertsey South
<b>CASE OFFICER</b>	Melissa Gale
<b>REASON FOR COMMITTEE DETERMINATION</b>	Major Application (Complex Planning History)
<b><i>If you have questions about this report please contact Ashley Smith, Victoria Gibson or the case officer.</i></b>	

**1. Summary Of Recommendation**

<b>It is recommended the Planning Committee authorises the CHDMBC:</b>	
<b>1.1</b>	<b>Grant planning permission subject to conditions</b>

## **2. Details Of The Site And Its Surroundings**

- 2.1 The Longcross North site (33.6ha) forms the northern part of the Longcross Garden Village allocated development site within the 2030 Local Plan. The site was previously a Defence Evaluation & Research Agency (DERA) facility which also extends south of the M3 motorway. It is accessed off the Chobham Lane roundabout. The western (7.7ha) extent of the former DERA site falls within Surrey Heath Borough Council jurisdiction, with Burma Road and Chobham Common beyond. The site is approximately 6km to the west of Chertsey, 2.5km to the northeast of the village of Chobham, with access to Longcross Station to the north. Virginia Water and the Wentworth Estate settlements and golf club lie north of the railway line.
- 2.2 The 'Longcross North' site received hybrid planning permission in August 2014 for mixed use redevelopment pursuant to planning permission reference RU.13/0856 (as amended by RU.16/0584 and more recently under RU.20/0729). Phase 1 development, comprising 108 dwellings, is complete and occupied, accessed directly off Chobham Lane. Phase 2 development comprising a mixed-use Discovery Building (1,265sqm of mixed class E, F1 and sui generis commercial uses) and 78 residential apartments has been completed and many of the properties are now occupied. Whilst reserved matters approval has also been granted for Phase 2 office development of approximately 16,765sqm, this consent has now lapsed. The remainder of Longcross North has permission to deliver a 3rd phase of commercial development (up to 62,260sqm B1 employment, 36,000sqm data centre use and remaining ancillary uses not delivered in Phase 2). Works have commenced on the delivery of a data centre complex following planning approval in November 2021. Many former DERA buildings remain in active use as Longcross Film Studios, including buildings outside the application site within the Surrey Heath land. The film studios are currently occupied by Netflix who have recently constructed a new temporary stage building following planning permission for two stage buildings.
- 2.3 The current application relates to an area of 4.1 hectares which forms just part of the third phase area of the Longcross North hybrid permission. Planning permission was granted as a phase 3 reserve matters application under reference RU.21/0780 for the redevelopment of this site for a data centre campus. This area of the site also falls within the designated Enterprise Zone comprising part of the Enterprise M3 area. The site is bound to the south by Chobham Road and to the east by the main vehicular entrance which serve Longcross North from the roundabout junction on Chobham road. To the north and west of the application site area are a number of buildings comprising part of the former DERA site and now in use as Longcross Studios. The application site area has been cleared with former buildings demolished and work initial ground work has commenced on the implementation of the new Data Centre complex. To the west, the land slopes steeply upwards to adjacent land currently in use by film studios and lying within the neighbouring Borough of Surrey Heath. Beyond Burma Road to the west is Chobham Common which is a designated Site of Special Scientific Interest, Special Protection Area and Special Site of Conservation.

## **3. Application Details**

- 3.1 This is an application under Section 73 for the Variation of Condition 10 (approved plans) of planning permission RU.21/0780, in order to seek amendments to the approved data centre campus. Planning permission was granted by Planning Committee on 3<sup>rd</sup> November 2021 for the development of a data centre campus

comprising the following:

- a) A building(s) for data storage and processing, associated cooling infrastructure, ancillary office and technical space and roof mounted PV cells;
- b) Energy Centre Building;
- c) Stand-By Generators and fuel storage;
- d) HV Sub-Station;
- e) visitor reception centre;
- f) hard and soft landscaping
- g) New roads, paths and yards and the provision of parking for cycles, cars and commercial vehicles,
- h) Site preparation and earthworks,
- i) Drainage and associated infrastructure work (including SUDS),
- j) The erection of walls (including retaining walls) and fences,
- k) The installation of external lighting and necessary physical security systems, and
- l) Other enabling works required during the construction and operation of the data centre campus.

The approved data centre application (RU.21/0780) forms part of phase 3 of planning permission RU.13/0856 (as revised under RU.16/0584 and RU.20/0729) for the redevelopment of the Longcross North site.

3.2 This current application seeks amendments to the approved plans for the Data centre complex which include:

- relocation of the energy centre to adjoin the main Data centre building,
- changes to the data centre building,
- re-positioning of the HV substation
- re-siting and redesign of the back up generators.

The supporting letter submitted with the application provides a summary of the changes proposed. It advises that the amendments are proposed to rationalise and improve the developments operational efficiency. The energy centre as approved was a standalone building located on the western edge of the site behind the Data centre building. The current application seeks to attach the energy centre to the southern elevation of the data centre building. Whilst this has increased the footprint of the Data Centre building itself, it has also resulted in a consolidation of development and a more efficient arrangement. The relocation of the energy centre and changes to technology and operator requirements has also resulted in amendments to the data centre building itself. The central glazed block has been increased in width and reconfigured to contain all the data centres ancillary, office and welfare accommodation.

3.3 The HV substation enclosure has been re-positioned northwards and eastwards by approximately 20m and is now closer to the data centre building. The associated switchroom building within the enclosure is lower in height and covers a reduced area. This now results in an increased gap between Chobham Lane and the southern fence boundary which is brought further into the site enabling additional soft landscaping and screening to the south of the site.

- 3.4 The back up generators remain along the western boundary but have been repositioned further to the south. The external mezzanine space is no longer required resulting in lower generator blocks, however the flues have increased in width. The overall height of the flues are the same as approved at 20m above ground level but are contained within 4m x 10m enclosures. This compares with 0.7m of each individual flue width of the approved scheme. The supporting information advises that the change to the back-up generators is due to the commitment by Ark to use Hydrotreated Vegetable Oil (HVO) as generator fuel which is 100% renewable and achieves a 90% reduction in carbon emissions compared to conventional diesel.
- 3.5 The application also includes additional drainage information in order to respond to the details required under condition 4 of the reserve matters approval in respect of surface water drainage.
- 3.6 The current application is accompanied by an updated Design and Access Statement, Flood Risk Assessment and Drainage Strategy, Plant Noise Assessment Report, Energy Statement, Ecology Report Addendum and Air Quality Assessment which take account of the amendments proposed.

#### 4. Relevant Planning History

- 4.1 There is a long planning history relating to the site, the most relevant planning history to the determination of this application is set out below:

Reference	Details
RU.13/0856	Hybrid planning application for the demolition of existing buildings and redevelopment of the site to provide; up to 79,025sqm (GEA) of Class B1 employment uses (including parking); up to 36,000sqm (GEA) of sui generis Data Centres use (including ancillary facilities and parking); up to 200 dwellings, including a detailed first phase comprising 108 dwellings (comprising 13 x two bed, 26 x three bed, 21 x four bed and 13 x five bed dwellings; 8 x one bed apartments and 23 x two bed apartments; and 2 x one bed FOGs and 2 x two bed FOGs); roadways driveways and pavements; fencing and walling; up to 6,300sqm (GEA) of ancillary uses, including Class A1 - A5 uses (i.e. retail uses, cafe/restaurants and a public house up to 1,550sqm GEA), Class D1 uses (i.e. childcare facilities up to 600sqm GEA); Class D2 uses (i.e. Health and Leisure (up to 1900sqm GEA); the creation of Publicly Accessible Open Space (PAOS), ecological habitats, general amenity areas ( including informal and formal open spaces), equipped play areas and landscaped areas; new vehicular accesses from the existing public highway network; vehicle and cycle parking; bin stores; landscape compound; car parking (for railway station); electricity sub-stations; lighting; drainage and associated infrastructure works, including sustainable drainage systems (SUDS); a foul pumping station; an acoustic fence and associated engineering and service operations.
RU.16/0584	Removal of condition 32 (requirement to improve junction at A30 London Road/Broomhall Lane/Chobham Road) of planning permission RU.13/0856 (Hybrid planning permission for the demolition of existing buildings and redevelopment of the site including mixed uses, accesses, landscaping, infrastructure and utility works. Granted June 2016.

RU.17/1191	Reserved Matters application for the development of a 3 storey building (Focal Building) totalling 1,265sqm (GEA), including up to 1,263sqm of A1-A5 uses, up to 1,263sqm of B1 employment uses (including marketing suite), up to 600sqm of D1 uses and up to 838sqm of D2 uses; general amenity areas; vehicle parking; cycle parking; associated planting and structural landscaping; works associated with the main pond; fencing and walling; pavements and footpaths; bin store; external lighting; drainage and associated infrastructure works (including SuDS). This application forms part of Phase 2 of planning permission RU.13/0856 (as revised under RU.16/0584) (Hybrid planning permission for the demolition of existing buildings and redevelopment of the site including mixed uses, accesses, landscaping, infrastructure and utility works). Granted 8th December 2017.
RU.17/1295	Phase 2 reserved matters application for the development of one part 4/part 5 storey residential building, one 5 storey residential building and one 4 storey residential building comprising 78 dwellings (comprising 18 x one bed apartments and 60 x two bed apartments); general amenity areas; vehicle parking; cycle parking; associated planting and structural landscaping; fencing and walling; pavements and footpaths; bin stores; external lighting; drainage and associated infrastructure works (including SUDS). The application forms part of phase 2 of planning permission RU.13/0856 (as revised under RU.16/0584) (Hybrid planning permission for the demolition of existing buildings and redevelopment of the site including mixed uses, accesses, landscaping, infrastructure and utility works)(Amended Plans). Granted 15th February 2018.
RU.20/0729	Variation of condition 9 of hybrid planning permission RU.13/0856 (as amended by RU.16/0584) to extend the demolition time limit applicable to the upper western plateau buildings (mainly within Surrey Heath Borough Council land) from 3 years to 7 years (Hybrid planning application for the demolition of existing buildings and redevelopment of the site to provide; up to 79,025sqm (GEA) of Class B1 employment uses (including parking); up to 36,000sqm (GEA) of sui generis Data Centres use (including ancillary facilities and parking); up to 200 dwellings, including a detailed first phase comprising 108 dwellings (comprising 13 x two bed, 26 x three bed, 21 x four bed and 13 x five bed dwellings; 8 x one bed apartments and 23 x two bed apartments; and 2 x one bed FOGs and 2 x two bed FOGs); roadways driveways and pavements; fencing and walling; up to 6,300sqm (GEA) of ancillary uses, including Class A1 - A5 uses (i.e. retail uses, cafe/restaurants and a public house up to 1,550sqm GEA), Class D1 uses (i.e. childcare facilities up to 600sqm GEA); Class D2 uses (i.e. Health and Leisure (up to 1900sqm GEA); the creation of Publicly Accessible Open Space (PAOS), ecological habitats, general amenity areas (including informal and formal open spaces), equipped play areas and landscaped areas; new vehicular accesses from the existing public highway network; vehicle and cycle parking; bin stores; landscape compound; car parking (for railway station); electricity sub-stations; lighting; drainage and associated infrastructure works, including sustainable drainage systems (SUDS); a foul pumping station; an acoustic fence and associated engineering and service operations).).

	Granted - 2 <sup>nd</sup> July 2021
RU.20/1206	Hybrid planning application: full planning application for a re-configured discovery building car park (to that approved under RU.17/1191); retention of the stage 2 building and associated hardstanding; Outline planning permission sought for proposed sports provision, public open space and associated landscaping; vehicular access, drop-off and car parking to the railway station; and associated engineering works (all matters reserved) and proposed security fence (all matters reserved except layout).(Amended Plans 2.11.20) Granted – 8 <sup>th</sup> July 2021
RU.21/1267	Reserved matters application for the extension of The Boulevard access with associated planting and structural landscaping, pavements and footpaths, external lighting, drainage and associated infrastructure works. The application forms part of Longcross North planning permission RU.20/1206 (Hybrid planning permission for re-configured discovery building car park, retention of stage 2 building, sports provision, public open space, vehicular access and parking and associated engineering works) Granted - 25 <sup>th</sup> October 2021
RU.22/0512	Reserve Matters Application pursuant to application RU.20/1206 for Proposed sports provision, public open space including the creation of pedestrian routes and associated landscaping, access from Chieftain Road to Longcross train station, station car parking and drop off provision, surface and foul water drainage and other associated engineering works. Under consideration
RU.21/0780	<b>Phase 3 Reserved Matters application for the development of a data centre campus comprising: a) A building(s) for data storage and processing, associated cooling infrastructure, ancillary office and technical space and roof mounted PV cells; b) Energy Centre Building; c) Stand-By Generators and fuel storage; d) HV Sub-Station; e) visitor reception centre; 3 f) hard and soft landscaping and g) new roads, paths and yards and the provision of parking for cycles, cars and commercial vehicles, and requiring: h) site preparation and earthworks, i) drainage and associated infrastructure works (including SUDS), j) the erection of walls (including retaining walls) and fences, k) the installation of external lighting and necessary physical security systems, and l) other enabling works required during the construction and operation of the data centre campus The application forms part of phase 3 of planning permission RU.13/0856 (as revised under RU.16/0584) (Hybrid planning permission for the demolition of existing buildings and redevelopment of the Longcross North site) RU.22/0146 – Approval of Condition 6 (Tree Protection measures)</b>
	In addition to the above decisions, numerous condition discharge applications and several non-material amendment applications have been determined in respect of the delivery of Phase 1 and Phase 2 development on the North site, pursuant to the Hybrid Consent. These do not have direct relevance to the current application.

## 5 Summary Of Main Relevant Strategies And Policies Relevant To The Decision

5.1 National Planning Policy Framework and Guidance.

5.2 The Runnymede 2030 Local Plan was adopted on 16 July 2020 and the policies have to be read as a whole. Any specific key policies will be referred to in the planning considerations, however key Local plan policies which apply to this application include: SD2 (Site allocations); SD4 (Highway Design Considerations); SD9 (Longcross Garden Village); EE1 (Townscape and Landscape Quality); EE2 (Environmental Protection); EE9 (Biodiversity, Geodiversity and Nature Conservation); EE10 (Thames Basin Heaths Special Protection Area).

5.3 SPGs which might be a material consideration in determination:

Runnymede Design SPD (July 2021)

Green and Blue Infrastructure SPD (November 2021)

## 6. Consultations Carried Out

### 6.1 Consultees responses

Consultee	Comments
National Highways	No objection
SCC Drainage	No objections and are satisfied that the information submitted addresses the requirements of Condition 4 of the approved scheme.
RBC Drainage	No objection
RBC Contaminated Land Officer	No comments received (Note: no objection raised to RU.21/0780 subject to condition)
RBC Environmental Health	No objections raised
Thames Water	Has no comment to make on the application
Affinity Water	No comments received
SSE Power Networks	No comments received
Surrey Wildlife Trust	No comments received  (note: conditions recommended to RU.21/0780 to secure a CEMP and Landscape and Ecological Management Plan (LEMP))
Environment Agency	No comments received



<b>Surrey Heath Borough Council</b>	No comments received
<b>Royal Borough Windsor and Maidenhead</b>	No comments received

### **Representations and comments from interested parties**

- 6.2 22 Neighbouring properties were consulted in addition to being advertised on the Council's website, within the local press and through a site Notice. No letters of representation have been received.

## **7. Planning Considerations**

- 7.1 In the determination of this application regard must be had to the Development Plan and National policy within the NPPF. The application site is located within the urban area and forms part of an allocated housing site where the principle of mixed-use development as set out in policy SD9 is permitted. This must be considered in light of the presumption in favour of sustainable development advocated by the NPPF. Planning permission has been granted under reference RU.21/0780 for the Data Centre Campus and the associated planning report considered all relevant planning considerations. As the current application is seeking an amendment to the approved scheme under Section 73, the key planning matters are whether the amendments sought are acceptable and remain compliant with the hybrid planning permission parameters and relevant conditions, and whether there have been any material changes to policy or site circumstances since the earlier permission which would be material to the consideration of the current application.
- 7.2 The site lies within a designated Strategic Employment Area and Enterprise Zone and forms part of the wider Longcross Garden Village designation within the Local Plan. The scale, form and use proposed is considered appropriate to these designations and is compliant with Policy IE2 which supports the redevelopment of Strategic Employment Areas and SD9 which includes the delivery of up to 36,000sqm of Data Centre uses. The principle of a data centre on the site was established through the existing hybrid permission for Longcross North which specifically referenced outline permission for a 'up to 36,000sqm (GEA) of sui generis Data Centres use (including ancillary facilities and parking)'. The associated reserve matters application for a data centre building was recently approved by the Planning Committee in November 2021, under reference RU.21/0780 and includes associated infrastructure and plant, a substation and energy centre to support the data centre. The approved scheme falls within the approved parameters and description of development established by the outline (hybrid) planning permission. The current revisions remain compliant with the outline planning permission and there have been no material changes to planning policy since the approved reserve matters that would impact on the decision of the current application seeking amendments to the approved scheme.
- 7.3 The hybrid planning permission also requires reserve matters applications to come forward in compliance with a number of approved parameter plans which set the development envelope, land use, landscape and buffering, building heights, access movement and

parking. The amendments sought under the current application would remain compliant with these parameter plans. There are no changes to the land use, and whilst the application results in a slight increase in overall floorspace by approximately 400 sq.m, this remains within the floor area limits of Condition 14 of the hybrid which requires the gross external area of the Data Centre to not exceed 36,000 sq.m. Furthermore, there are no changes to the heights of the buildings or to the type or level of activity previously approved. The changes essentially seek to consolidate the energy centre and data centre into a single building, together with revisions to the back-up generators to take account of the proposed use of HVO as a fuel, and revisions to the siting and form of the substation. The revised scheme would therefore remain compliant with the parameters set within the Hybrid planning permission.

#### 7.4 Design

The energy centre provides accommodation for the mechanical and electrical plant that is essential for the operational requirements of the Data Centre. The relocation of the energy centre from the western side of the site to sit alongside the main data centre building will help consolidate development on the site and result in a more efficient arrangement and better interconnectivity. Whilst this results in a much wider main building, the design is consistent with the approved scheme in respect of materials, design approach and green wall. The design has been revised to ensure the resulting building is of equally high quality, with an enlarged central glazed section which is better proportioned in relation to the building as a whole, providing increased visual presence and interest along the Boulevard. The building has also been designed to maintain articulation and visual interest along the southern boundary and includes a green wall trellis system alongside metal rainscreen cladding and linking glazed panels. The design and incorporation of a green wall adds to the visual appearance of the building and biodiversity value.

7.5 The re-siting and redesign of the back-up generators would extend further southwards towards the M3 and results in a bulkier form. The revision to the generators enable the use of Hydrotreated vegetable oil (HVO) as a fuel which is reported to be 100% renewable and helps support reduced carbon emissions as the use of HVO provides significant reduction in carbon emissions compared with use of diesel. The generators would be housed within acoustic lined enclosures. The flues would be contained and enclosed compared with the approved scheme and therefore whilst the resulting structure would be a bulkier form, it would be clad in dark and light profile metal cladding with lower proportion in bronze metal cladding which will ensure the resulting visual appearance is consistent with and viewed in context with the main Data Centre building. Furthermore, the visual prominence would be assisted by proposed landscaping around the site which will be enhanced further as part of the current application. The generators and associated flue enclosures would be no higher than the data centre building and given the lower land levels, would be lower in height than the adjacent office building which sits on higher ground. The additional visual impact resulting from a more bulkier form to the generators and flue also needs to be balanced against the environmental benefits that result from the use of HVO as a renewable fuel for the back-up generators.

7.6 The sub-station is to be re-positioned northwards and eastwards closer to the Data Centre building. The size of the enclosure is slightly changed but results in a reduced size switchroom which sits within the enclosure. The switchroom will be clad in a metal cladding system to match the colour scheme of the other building within the Data centre campus. The revised siting enables the fence line to south to be repositioned further into the site and enables enhanced and more substantial landscaping along this southern boundary with Chobham Lane and M3 beyond, which is considered a benefit of this amended scheme.

#### 7.7 Noise

The submitted noise report predicts that the noise from the data centre would be well within the noise criteria which was set at the planning stage and translated into a condition within the hybrid planning permission and which will remain applicable to the current application. The site is located close to the M3 motorway and as such is subject to relatively high background levels already and is sited some distance from the nearest residential property. The approved scheme concluded that the development would not give rise to noise and disturbance to residential properties or harm to the nearby SPSA. The updated noise report demonstrates an improvement associated with lower predicted noise levels compared with the previously approved scheme. As such there would be no increase in noise emissions as a result of the amendments currently proposed.

#### 7.8 Air Quality

The updated Air Quality Assessment acknowledges the proposed change to use of HVO as a fuel for the backup generators, however as a result of limited information currently available on precise performance and output the assessment has been made based on conventional diesel. Therefore the assessment has regard to the worse case scenario and the current revised scheme which provides for the use of HVO as a fuel would result in benefits to emissions compared with the approved scheme. Furthermore, the air quality report concludes that all results were well below the annual mean air quality statutory limits.

#### 7.9 Ecology

The amendments do not change the conclusions reached within the previous scheme. No protected species were previously identified within the site. Conditions on the approved scheme secure a Construction Environmental Management Plan (CEMP) and Landscape and Ecology Management Plan (LEMP) which secures impact avoidance and mitigation measures together with landscaping and biodiversity enhancements. These will be replicated with the current application. The revisions under the current application also provide for enhancement and more substantial landscaping which will further add to the ecological value of the site and affording biodiversity net gain whilst also enhancing the visual appearance of the site. A 'green wall' is also proposed to the energy centre to the south of the data centre building. The revisions are considered to provide additional benefits to ecology and biodiversity over the approved scheme.

#### 7.10 Energy

The Statement provides an overview of the sustainable design measures that are incorporated into the proposals. Many of these are the same with the proposals continuing to make use of thermal energy storage, immersion cooling, rainwater harvesting, the incorporation of living/green walls, the provision of rooftop PV, the use of steel instead of concrete as a building material, and the provision of EV charging infrastructure beyond policy requirements. 25% of the parking spaces will be provided with electric vehicle charging points, and with additional ducts provided to allow for additional EV provision in the future. In addition, the development will also be run on electricity which accords with Ark's sustainability policy to purchasing 100% REGO backed renewable energy. Included within the Statement is an assessment of the anticipated carbon dioxide emissions which demonstrates a reduction in emissions beyond the target of 81% and which is a greater reduction than achieved by the approved scheme.

#### 7.11 Other matters

No changes are proposed to site access arrangements and circulation, and parking provision has only marginally increased over from a total of 58 to 62 spaces with a greater number of spaces with electric charging (increase from 15 to 22). In response to members comments relating to the approved scheme, the current application has also been revised to

include electric charging provision for 2 of the disabled bays. This increases the total EV charging points to 22 spaces of the 62 proposed (35.5%).

- 7.12 The application includes an updated drainage strategy to take account of the revisions to the scheme and in order to provide full drainage information at this stage rather than through condition. The strategy has regard to the site wide strategy and which restricts peak run off from the development. The strategy incorporates SuDs techniques including porous paving, filtration trenches and SuDS attenuation pond. The Council drainage engineer raises no objections to the proposed drainage strategy.
- 7.13 The amendments proposed are not considered to give rise to any material changes to environmental effects of the development that have not already been assessed through the approved Environmental Statement submitted with the hybrid planning application RU.21/0780.

## **8. Planning Obligations/Community Infrastructure Levy (CIL)**

- 8.1 The proposal falls within CIL Zone G which covers the designated Longcross Garden Village area and is zero rated for CIL.

## **9. Equality And Human Rights Considerations**

- 9.1 Consideration has been given to Articles 1 and 8 of the First Protocol of the European Convention on Human Rights. It is not considered that the decision would result in a violation of any person's rights under the Convention.

Consideration has been given to s149 of the Equality Act 2010 (as amended), which has imposed a public sector equality duty that requires a public authority in the exercise of its functions to have due regard to the need to:

- (a) Eliminate discrimination, harassment, victimisation and any other conduct prohibited by the Act
- (b) Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it
- (c) Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

It is considered that the decision would have regard to this duty.

## **10. Conclusions**

- 10.1 It was recognised as with the approved scheme, that the development would help support economic growth and productivity which is supported by the NPPF. The importance of digital and technological sectors is recognised, and the data centre campus supports wider economic benefit through the provision of data support to business. The amendments proposed remain compliant with the parameters and conditions of the hybrid planning permission. Whilst it is recognised that the application results in a bulkier generator flue design, it has been designed with a consistency of materials and colour palette reflected across the data centre campus. The main data centre building remains of high quality design.

The amendments enable additional soft landscaping to the south of the site which is a benefit of this current revised scheme, in addition to the environmental benefits resulting from the proposed use of HVO as a fuel for the back-up generators. The amendments proposed also result in potential improvements in respect of reduced plant noise and ecology benefits from the wider landscape area created to the south of the site.

- 10.2 It is considered appropriate to include the same conditions as imposed under application RU.21/0780 for the Data centre for the reasons set out in the earlier report. The exception being Condition 4 relating to Drainage which is to be revised to take account of the additional drainage information submitted to support this application. In addition, Condition 10 is amended to have regard to the revised plans and updated supporting information. No other conditions are impacted by the revisions currently proposed.
- 10.3 The development has been assessed against the following Development Plan policies - SD3, SD4, SD7, SD8, SD9, EE1, EE2, EE3, EE7, EE9, EE10, EE11, EE12, EE13, IE2 and IE3 of the Runnymede 2030 Local Plan, the policies of the NPPF, guidance in the PPG, and other material considerations including third party representations. It has been concluded that the development would not result in any harm that would justify refusal in the public interest. The decision has been taken in compliance with the requirement of the NPPF to foster the delivery of sustainable development in a positive and proactive manner.

## 11. Formal Officer Recommendation

***The CHDMBC be authorised to grant planning permission subject to the following planning conditions:***

1. The reserved matters for which permission is hereby granted must commence not later than two years from the date of planning permission RU.21/0780, by 04 November 2023.  
Reason: To comply with Section 51 of Part 4 of the Planning and Compulsory Purchase Act 2004 and in accordance with Condition 6 of planning permission RU.13/0856.
2. Before the above ground construction of the development hereby permitted is commenced, details of the materials to be used in the external elevations shall be submitted to and approved by the Local Planning Authority and no variations in such materials when approved. Development shall be carried out in accordance with the approved details.  
Reason: To ensure high quality design and to comply with Policy EE1 of the Runnymede 2030 Local Plan and guidance within the NPPF.
3. No above ground development shall take place until details of all surfacing materials, including those to all access driveways/forecourts, etc. have been submitted to and approved in writing by the Local Planning Authority.  
Reason: To ensure high quality design and sustainable drainage and to comply with Policy EE1 of the Runnymede 2030 Local Plan and guidance within the NPPF.
4. The development hereby approved shall be constructed and maintained in accordance with the surface water drainage scheme as detailed within the following submitted documents:
  - Drainage Strategy – P01, Hydrock, 30th March 2022, reference: LC01-HYD-ST-XX-SP-C-52001

- Surface Water Management Plan – Draft Final, March 2021, Sweet Projects, reference: SP\_104\_Longcross
- Technical Design Note – P02, Hydrock, 02/02/2022, reference: HYD-21192-XX-XX-C-RP-001

Reason: To ensure the design meets the national Non-Statutory Technical Standards for SuDS and the final drainage design does not increase flood risk on or off site and to comply with Policy EE13 of the Local Plan.

5. Prior to the first occupation of the development, a verification report carried out by a qualified drainage engineer must be submitted to and approved by the Local Planning Authority. This must demonstrate that the surface water drainage system has been constructed as per the agreed scheme (or detail any minor variations), provide the details of any management company and state the national grid reference of any key drainage elements (surface water attenuation devices/areas, flow restriction devices and outfalls), and confirm any defects have been rectified.

Reason: To ensure the Drainage System is constructed to the National Non-Statutory Technical Standards for SuDS and to comply with Policy EE13 of the Local Plan.

6. Prior to the commencement of any works hereby approved, including demolition, and before any equipment, machinery or materials are brought on to the site, tree protective measures shall be installed in accordance with the approved Tree Protection Plan 1254-KC-A4-YTREE-TPPP01Rev.A as submitted and approved under reference RU.22/0146. The works shall be carried out in accordance with the approved protection plan and method statement. The protective measures shall remain in place until all works are complete and all machinery and materials have finally left site. Nothing shall be stored or placed in any area fenced in accordance with this condition, nor shall any fires be started, no tipping, refuelling, disposal of solvents or cement mixing carried out and ground levels within those areas shall not be altered, nor shall any excavation or vehicular access, other than that detailed within the approved plans, be made without the written consent of the LPA. There shall be no burning within six metres of the canopy of any retained tree(s). Where the approved protective measures and methods are not employed or are inadequately employed or any other requirements of this condition are not adhered to, remediation measures, to a specification agreed in writing by the LPA, shall take place prior to first occupation of the development, unless the LPA gives written consent to any variation.

Reason: To protect the trees to be retained, enhance the appearance and biodiversity of the surrounding area and to comply with Policies EE1, EE9 and EE11 of the Runnymede 2030 Local Plan and guidance within the NPPF.

7.
  - a. No above ground development shall take place until full details of both hard and soft landscaping works have been submitted to and approved in writing by the Local Planning Authority (LPA) and these works shall be carried out as approved prior to the first occupation of the development. This scheme shall include indications of all changes to levels, hard surfaces, walls, fences, access features, minor structures, the existing trees and hedges to be retained, together with the new planting to be carried out and details of the measures to be taken to protect existing features during the construction of the development.
  - b. All hard and soft landscaping works shall be carried out in accordance with the approved details. Arboricultural work to existing trees shall be carried out prior to

the commencement of any other development; otherwise all remaining landscaping work and new planting shall be carried out prior to the occupation of any part of the development or in accordance to the timetable agreed with the LPA. Any trees or plants, which within a period of five years of the commencement of any works in pursuance of the development die, are removed, or become seriously damaged or defective, shall be replaced as soon as practicable with others of similar size and species, following consultation with the LPA, unless the LPA gives written consent to any variation.

Reason: To preserve and enhance the character and appearance and biodiversity of the surrounding area and to comply with Policies EE1, EE9 and EE11 of the Runnymede 2030 Local Plan and guidance within the NPPF.

8. A landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas other than small, privately-owned domestic gardens, shall be submitted to and approved in writing by the Local Planning Authority before occupation of the development or any phase of the development, whichever is the sooner, for its permitted use. The landscape areas shall be managed and maintained thereafter in accordance with the agreed landscape management plan.

Reason: To enhance the appearance and biodiversity of the surrounding area and to comply with Policies EE1, EE9 and EE11 of the Runnymede 2030 Local Plan and guidance within the NPPF.

9. Prior to the commencement of any above ground works, a landscape and ecological management plan (LEMP) shall be submitted to and approved in writing by the Local Planning authority, to include the following:

- a) Description and evaluation of features to be managed
- b) Ecological trends and constraints on site that might influence management
- c) Aims and objectives of management
- d) Appropriate management options for achieving aims and objectives
- e) Prescriptions for management actions, together with a plan of management compartments
- f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period
- g) Details of the body or organisation responsible for implementation of the plan
- h) Ongoing monitoring and remedial measures
- i) Legal and funding mechanisms by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery.
- j) Monitoring strategy, including details of how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme.

Reason: To protect existing ecology and enhance the biodiversity of the site and to comply with Policies EE9, EE11 and EE12 of the Runnymede 2030 Local Plan and guidance within the NPPF.

10. Notwithstanding details submitted with the application, before any external lighting, including floodlighting, is installed at the site, details shall be submitted to and approved in writing by the Local Planning Authority. Such details shall include proposed hours of use and measures to ensure that no direct light is projected into the atmosphere above the lighting installation and having regard to light sensitive areas of the site. The submitted scheme shall be informed by the details contained

within the submitted Ecological Report. Development shall be carried out in accordance with the approved details and be retained as such thereafter.  
Reason: To protect wildlife and to comply with Policies EE2 and EE9 of the Runnymede 2030 Local Plan and guidance within the NPPF.

11. The development hereby permitted shall not be carried out except in complete accordance with the following approved plans and supporting documents:
- Landscape Masterplan (1563/003 Rev F)
  - Site Location Plan (19063-PL1000)
  - Proposed Site Plan (21090-HALE-DC-GF-DR-A-PL-1100-P02)
  - Proposed Data Centre Elevations West and North (21090-HALE-DC-ZZ-DR-A-PL-1115-P01)
  - Proposed Data Centre Elevations East and South (21090-HALE-DC-ZZ-DR-A-PL-1114-P01)
  - Proposed Data Centre Sections (21090-HALE-DC-XX-DR-A-PL-1300-P02)
  - Proposed Data Centre Ground Floor Plan GA (21090-HALE-DC-GF-DR-A-PL-1110-P01)
  - Proposed Data Centre First Floor Plan GA (21090-HALE-DC-1F-DR-A-PL-1111-P01)
  - Proposed Data Centre Second Floor Plan GA (21090-HALE-DC-2F-DR-A-PL-1112-P01)
  - Proposed Data Centre Roof Plan GA (21090-HALE-DC-RF-DR-APL-1113-P01)
  - Proposed Substation Compound Elevations (21090-HALE-DC-XX-DR-A-PL-1201-P02)
  - Proposed Substation Compound Plan (21090-HALE-DC-XX-DR-A-PL-1200-P01)
  - Proposed Generators (21090-HALE-DC-XX-DR-A-PL-1140-P02)
  - Proposed VRC GA Plan & Elevations (21090-HALE-DC-XX-DR-A-PL-1130-P01)
  - External works - Fence Details (21090-HALE-DC-GF-DR-A-PL-1102-P01)
  - Proposed Site Cross Sections (21090-HALE-DC-XX-DR-A-PL-1300-P01)

And the following supporting Documents:

- Drainage Strategy – P01, Hydrock, 30th March 2022, reference: LC01-HYD-ST-XX-SP-C-52001
- Surface Water Management Plan – Draft Final, March 2021, Sweet Projects, reference: SP\_104\_Longcross
- Technical Design Note – P02, Hydrock, 02/02/2022, reference: HYD-21192-XX-XX-C-RP-001
- Plant Noise Assessment Report by Auricl acoustic consulting dated 14 April 2022
- Air Quality Assessment by Hydrock dated 26 April 2022, reference LC01-HYD-XX-ZZ-RP-Y-2002
- Energy and sustainability Statement by Hydrock dated 13<sup>th</sup> April 2022 reference: LC01-HYD-XX-ZZ-RP-Y-5000
- Ecology Report – by EPR dated 22 April 2021 (as approved under RU.21/0780) plus (new) EPR Ecology Report Addendum Dated 7<sup>th</sup> April 2022
- Air Quality Assessment by Prepared by Hydrock, Ref LCP-HYD-XX-ZZ-RP-Y-2002-P02
- Transport Assessment (as submitted under RU.21/0780)
- Design and Access Statement



Reason: To ensure high quality design and to comply with Policy EE1 of the Runnymede 2030 Local Plan and guidance in the NPPF.

12. Parking and turning

The development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with the approved plans for vehicles and cycles to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. All cycle parking shall be secure, covered and lit. Thereafter the parking and turning areas shall be retained and maintained for their designated purposes.

Reason: The above condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users and to satisfy the Runnymede Local Plan (2030) policies Policy SD3: Active & Sustainable Travel, Policy SD4: Highway Design Considerations, Policy SD5: Infrastructure Provision & Timing and Policy SD7: Sustainable Design and in order that the development should meet the objectives of National Planning Policy Framework.

13. Electric vehicle charging

The development hereby approved shall not be occupied unless and until 15 of the proposed car parking spaces is provided with a fast charge socket (current minimum requirements - 7 kw Mode 3 with Type 2 connector - 230v AC 32 Amp single phase dedicated supply) and thereafter retained and maintained to the satisfaction of the Local Planning Authority.

Reason: The above condition is required in recognition of "Promoting Sustainable Transport" in the National Planning Policy Framework 2019 and to satisfy the Runnymede Local Plan (2030) policies Policy SD3: Active & Sustainable Travel, Policy SD4: Highway Design Considerations, Policy SD5: Infrastructure Provision & Timing and Policy SD7: Sustainable Design and in order that the development should meet the objectives of National Planning Policy Framework.

### **Informatives**

1. Summary of Reasons to Grant Consent

The decision has been taken in compliance with the requirement in the NPPF to foster the delivery of sustainable development in a positive and proactive manner.

2. The applicant is advised that this consent must be implemented in accordance with the conditions and details approved under hybrid application RU.13/0856 and as amended under RU.16/0584 and RU.20/0729 and associated S106 legal agreement.

3. The applicant is advised that notwithstanding details submitted with the application, in accordance with the provision Condition 31 of RU.13/0856 (as amended under RU.16/0584 and RU.20/0729) details of any fixed plant and equipment shall be submitted for approval, including details of any acoustic specifications to achieve the levels set out within the Environmental Statement, prior to installation).

4. The applicant is advised that the CEMP required under Condition 18 of the hybrid permission RU.13/0856 (as amended under RU.16/0584 and RU.20/0729) shall have regard to the comments of Surrey Wildlife Trust in their letter dated 5th July 2021.

5. Condition 4 above relating to surface water drainage, should also have regard to Condition 23 and 24 of the hybrid permission RU.13/0856 (as amended under RU.16/0584 and RU.20/0729).

6. The proposed site works affect an Ordinary Watercourse, Surrey County Council as the Lead Local Flood Authority should be contacted to obtain prior written Consent.

More details are available on our website. This application should be progressed as soon as possible to avoid construction delays.

7. If proposed site works affect an Ordinary Watercourse, Surrey County Council as the Lead Local Flood Authority should be contacted to obtain prior written Consent. More details are available on our website. If proposed works result in infiltration of surface water to ground within a Source Protection Zone the Environment Agency will require proof of surface water treatment to achieve water quality standards. If there are any further queries please contact the Flood Risk Asset, Planning, and Programming team via [SUDS@surreycc.gov.uk](mailto:SUDS@surreycc.gov.uk). Please use our reference number in any future correspondence.
8. **Works to the Highway**  
The permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit and, potentially, a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see <http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme>. The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see [www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice](http://www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice).
9. **Mud/debris on the highway**  
The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).
10. **Accommodation works.**  
The developer is advised that as part of the detailed design of the highway works required by the above condition(s), the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.
11. **Damage to the highway.**  
  
Section 59 of the Highways Act permits the Highway Authority to charge developers for damage caused by excessive weight and movements of vehicles to and from a site. The Highway Authority will pass on the cost of any excess repairs compared to normal maintenance costs to the applicant/organisation responsible for the damage.
12. **Statutory utility works.**  
  
The developer would be expected to agree a programme of implementation of all necessary statutory utility works associated with the development, including liaison between Surrey County Council Streetworks Team, the relevant Utility Companies and the Developer to ensure that where possible the works take the route of least disruption and occurs at least disruptive times to highway users
13. **Electric vehicle charging**

It is the responsibility of the developer to ensure that the electricity supply is sufficient to meet future demands and that any power balancing technology is in place if required. Please refer to: <http://www.beama.org.uk/resourceLibrary/beama-guide-to-electric-vehicle-infrastructure.html> for guidance and further information on charging modes and connector types.

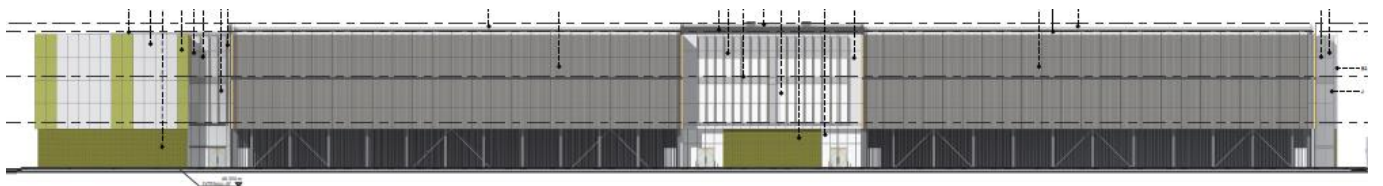
14. The applicant is advised that the development may be liable for CIL and further information is available to view on the Council's website.
15. The applicant is advised to ensure provision of electric vehicle charging points for the users of the disabled vehicle parking spaces and not just the general spaces



CGI image of the data centre building from the Chobham Lane roundabout

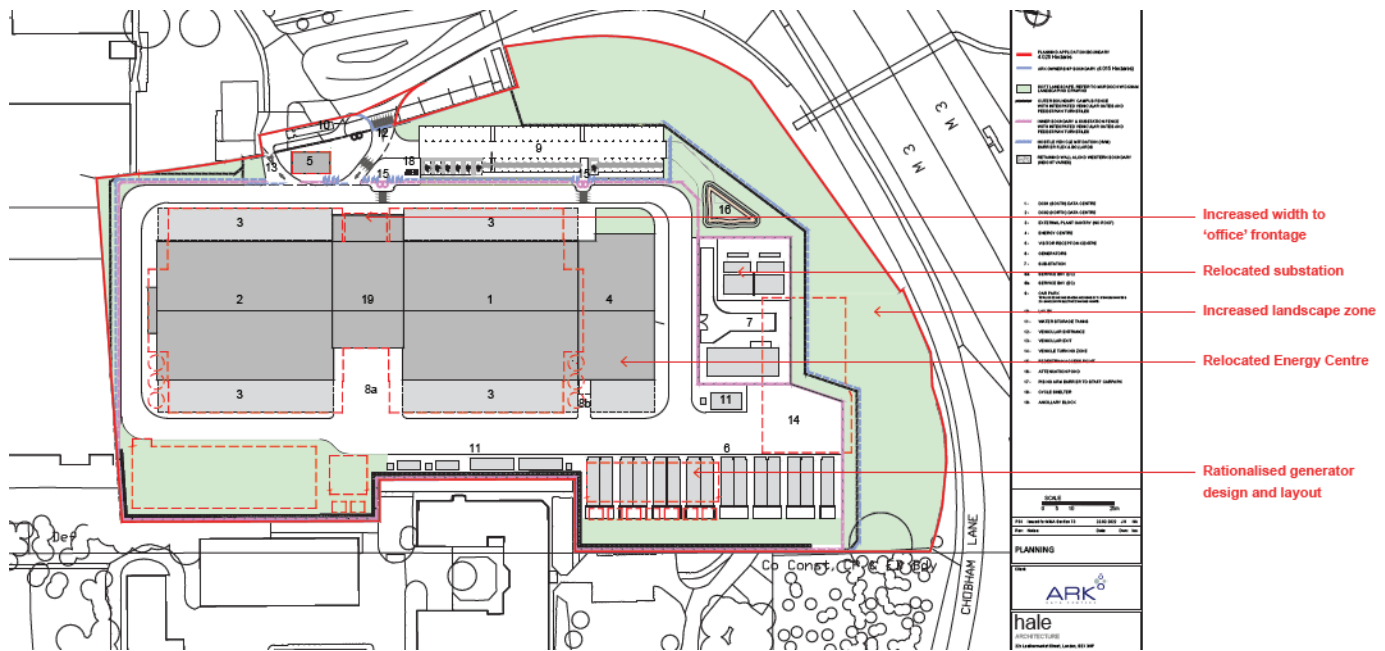


CGI image of the data centre building from the site entrance



Data Centre - East Elevation

Proposed site plan with approved layout annotated in dashed red line



Site Layout – as approved (RU.21/0780)



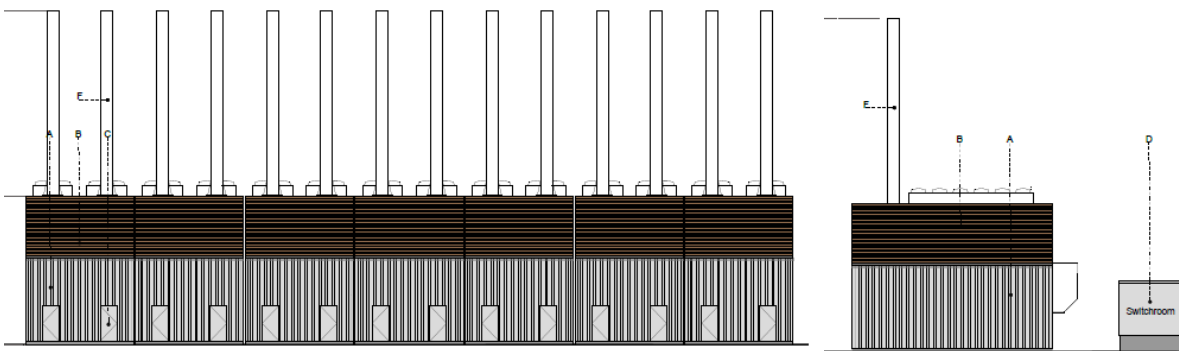
# Site Layout - Proposed



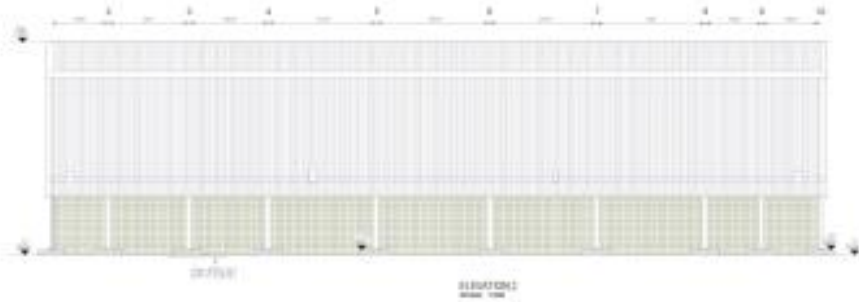
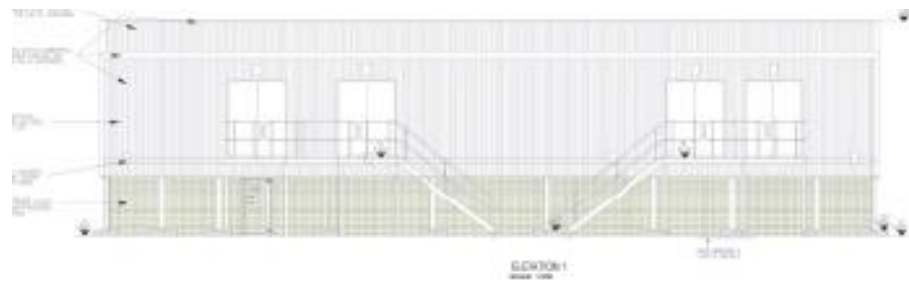
Proposed back-up generators and flue



Approved generators and flue (RU.21/0780)



Proposed sub-station compound elevations







Date: 13/07/2022

**Chilsey House, Chilsey Green Road**



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Scale: 1:2,500

0 50 100 m

**RU.22/0250**



## Committee Agenda Reference: 5D

<b>APPLICATION REF:</b>	<b>RU.22/0250</b>
<b>LOCATION</b>	Chilsey House, Chilsey Green Road, Chertsey, KT16 9HB
<b>PROPOSAL</b>	Roof extension to create a second-floor extension to accommodate 9no. residential dwellings with associated landscaping and parking
<b>TYPE</b>	Full Planning Permission
<b>EXPIRY DATE</b>	19/05/2022
<b>WARD</b>	Chertsey St Anns
<b>CASE OFFICER</b>	Jennifer Cade
<b>REASON FOR COMMITTEE DETERMINATION</b>	Net increase of 5 or more new dwellinghouses
<i>If you have questions about this report please contact Ashley Smith, Victoria Gibson or the case officer.</i>	

### 1. Summary Of Recommendation

<b>It is recommended the Planning Committee authorises the CHDMBC:</b>	
1.	<b>Grant Consent - subject to conditions</b>

### 2. Details Of The Site And Its Surroundings

- 2.1 The application site is a two storey building located on the eastern corner of the intersection of Staines Road and Chilsey Green Road. Works have commenced to implement RU.21/0678 to convert the building to 31 residential flats. The building is located adjacent to the highway/ roundabout and the parking area is located to the south side and rear. Land to the northwest of the site is located within the Green Belt. To the east of the site is a car supermarket. To the west of the site are the playing fields for a primary school. Residential properties lie to the south of the site. The site is located within the urban area and Flood Zone 2 with land to the west in Flood Zone 3 and the functional floodplain.

### 3. Application Details

- 3.1 This application seeks permission for an additional storey above the existing building (with prior approval consent for the change of use to flats which has been commenced). The proposed additional storey would provide 9 additional flats bringing the total within the building to 40 flats. The proposed additional storey would have a flat roof and would give the building an overall maximum height of 11 metres. Terraces would provide amenity space for the proposed second floor flats. From the information submitted the additional storey would be finished with black zinc panels.
- 3.2 A Covering Letter, Design and Access Statement, Planning Statement, Accommodation Schedule, Energy Sustainability Statement, Sequential Assessment, Flood Risk Assessment

and Drainage Strategy, Noise Impact Assessment, Transport Statement and Ecology Assessment have been submitted with the application.

#### 4. Relevant Planning History

4.1 The following history is considered relevant to this application:

Reference	Details
RU.22/0175	Creation of private ground floor terraces and boundary treatment (in association with ground floor units approved under ref: RU.21/0678). Grant Consent- subject to conditions May 2022
RU.21/2119	Variation of Condition 2 (approved plans) of planning approval RU.21/1375 (External works to existing building including replacement of external fire escapes, windows and glazing at ground and first floor and new windows and balconies with railings and support steel posts. Works to existing parking area to facilitate extension of existing covered bicycle parking) to amend external doors and windows. Grant Consent- subject to conditions March 2022
RU.21/1375	External works to existing building including replacement of external fire escapes, windows and glazing at ground and first floor and new windows and balconies with railings and support steel posts. Works to existing parking area to facilitate extension of existing covered bicycle parking. Grant Consent- subject to conditions September 2021
RU.21/1300	Details pursuant to Condition 3 (Flood Risk Management and Evacuation Plan) of application reference RU.21/0678 (Prior notification of proposed change of use from offices (Use Class B1a) to residential (Use Class C3) for 31 residential units). Approve August 2021
RU.21/0678	Prior notification of proposed change of use from offices (Use Class B1a) to residential (Use Class C3) for 31 residential units, under the Town and Country Planning (General Permitted Development) (England) Order 2015 as amended Schedule 2, Part 3, Class O. Prior Approval Granted June 2021 <i>Officer note- proof this has been implemented has been provided with subsequent applications</i>
RU.21/0198	Prior notification of proposed change of use from offices (Use Class B1a) to residential (Use Class C3) for 31 residential units, under the Town and Country Planning (General Permitted Development) (England) Order 2015 as amended Schedule 2, Part 3, Class O. Prior Approval Refused March 2021
RU.15/1970	Extensions to existing B1a office building and associated site improvements. Grant Consent- subject to conditions February 2016
RU.06/0056	Change of use of ground floor from Class B1 (Business) to Class D1 (non-residential institution) for use as a Renal Dialysis Clinic. Grant Consent- subject to conditions March 2006 ( <i>not implemented according to RU.15/1970</i> )

RU.88/0874	Variation of planning application RU.86/0968 for 2 no. two storey light industrial (high technology) units totally 19,311 sqft. Grant Consent- subject to conditions
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## 5 Summary Of Main Relevant Strategies And Policies Relevant To The Decision

- 5.1 National Planning Policy Framework and Guidance.
- 5.2 The Runnymede 2030 Local Plan was adopted on 16 July 2020 and the policies have to be read as a whole. Any specific key policies will be referred to in the planning considerations.
- 5.3 SPDs which might be a material consideration in determination:

Design Guide

Green and Blue Infrastructure

Affordable Housing

Infrastructure and Delivery & Prioritisation SPD

Car Parking (2001)

## 6. Consultations Carried Out

### 6.1 Consultees responses

Consultee	Comments
RBC Drainage Engineer	No objection subject to Sequential Test being passed and recommended conditions
RBC Environmental Health Manager	Concerns regarding impact of noise from Car Supermarket on future residents
RBC Deputy Direct Services Manager	Concerns regarding access and layout of proposed bin store
SCC County Highways Authority	No objection subject to conditions

### Representations and comments from interested parties

- 6.2 11 Neighbouring properties were consulted in addition to being advertised on the Council's website and no letters of representation have been received.

## 7. Planning Considerations

- 7.1 In the determination of this application regard must be had to the Development Plan and National policy within the NPPF. The application site is located within the urban area where the principle of such development is considered to be acceptable subject to detailed consideration. This must be considered in light of the presumption in favour of sustainable development advocated by the NPPF. The key planning matters are the impact that the proposed extension would have on the visual amenities of the street scene, whether the scheme would provide suitable amenity for proposed occupiers, and the impact on the

residential amenities of the occupiers of the adjacent neighbouring properties outside the site and also future occupiers of the flats in the conversion of the original office building, parking and highways. Planning Obligations are also considered.

- 7.2 The proposed roof extension to create a second floor would be of a modern flat roofed design. The extension has been recessed within the roof top particularly from the north and west to reduce its mass and bulk and provide private and communal terrace areas to the proposed second floor flats. The additional floor would replace an existing pitched roof and would be approximately the same height as existing. The additional floor is proposed to be clad in black zinc panels. The existing building has various shades of grey cladding so cladding would not be out of keeping with the existing building although black cladding may not be acceptable and something more similar to the existing would be more in keeping. Details of cladding can be secured by way of condition. The area is mixed with commercial, residential and educational uses within the surrounding area with no distinct character. The design would be in keeping with the existing building and the massing and form would be less than that of the existing pitched roof. Therefore, the proposed additional storey is not considered to have a harmful impact on the street scene in compliance with Policy EE1.
- 7.3 Policy EE1 states that developments should ensure no adverse impacts on the amenities of the occupiers of the development or to neighbouring properties and to provide an appropriate standard of private amenity space. Regarding the residential amenity of future occupiers, Policy SL19 sets out minimum space standards for new developments which have been complied with.
- 7.4 All flats would be well served by windows and would have good outlook. It is noted that several of the flats have rooms which are labelled as 'study' rooms however due to their size are capable of being utilised as bedrooms which do not benefit from good outlook but are served by roof lights/ lightwells which have windows onto a communal hallway which will be conditioned to be obscurely glazed to prevent loss of privacy. Even if these 'study' rooms were utilised as bedrooms by future occupiers the proposed flats would still meet respective minimum space standards. Each flat benefits from a private terrace and access to communal amenity areas. The site is a short distance from Gogmore Farm Park and St Ann's Hill.
- 7.5 The site is located adjacent to a Car Supermarket to the east and main roads to the north and west and a noise impact assessment has been submitted with the application. The Noise Assessment concludes that a robust glazing specification would allow suitable internal noise levels to be achieved and that no further mitigation measures should be required to provide a suitable living environment for future residents.
- 7.6 Bin stores are proposed to be provided within the site however the Councils Recycling Officer has raised concerns regarding the layout and accessibility of the bin store. A condition requiring further details of an amended bin store is considered necessary and should have regard to the comments from the Councils Recycling Officer. Therefore, subject to conditions the proposal is considered to provide a suitable living environment for future occupiers and is considered to comply with Policy EE1.
- 7.7 In terms of the residential amenity of neighbouring properties, the nearest residential properties are located to the south of the site No. 61 Chilsey Green Road and No. 51-43 (odd) Chilsey Green Road. No. 61 Chilsey Green Road is approximately 35 metres away from the existing building and the rear gardens of Nos 51-43 (odd) are approximately 40 metres away from the existing building with mature vegetation along the southern boundary. The proposed

additional floor would be the same height as the existing pitched roof although would introduce habitable accommodation including windows and terraces at second floor. There are windows in the side elevation of No. 61 Chilsey Green Road and the separation distance and boundary screening is considered to be sufficient to not cause any harmful overlooking or loss of privacy to Nos 51-43 (odd) Chilsey Green Road. There are no other neighbouring properties nearby. Therefore, the proposal is not considered to have a harmful impact on residential amenity of neighbouring properties and is considered to comply with Policy EE1.

- 7.8 The application site is located within Flood Zone 2 and the NPPG states that development in Flood Zone 2 is appropriate subject to passing the sequential test and submitting a satisfactory Flood Risk assessment. This is supported by the NPPF which states that when determining planning applications, and subject to the Sequential Test being passed local planning authorities should then ensure flood risk is not increased elsewhere, that the development is appropriately flood resilient and resistant and there is a safe access and egress route. Policy EE13 is consistent with the NPPF.
- 7.9 A Flood Risk Sequential Assessment has been submitted with the application which concludes that there are no other reasonably available sites in areas with lower probability of flooding that would be appropriate to the type of development proposed, so the Sequential Test is considered to be passed. The proposed development is to be located above an existing building so there will be no decrease in flood storage on the site and therefore no increase in flood risk or flood water displacement. There will also be a reduction in hard surfacing on the site. The proposed flats would be at second floor so would not be directly at risk from flooding themselves. In respect of safe access and egress, a route has been agreed under the previous application RU.21/1300 (discharge of FRMP condition associated with change of use of existing building) which is different to that proposed in the FRA submitted with the current application. The flood risk assessment submitted with the current application also advises residents to remain on site in the event of a flood which is not considered a safe option. However, as a safe access and escape route has previously been established under RU.21/1300 a condition is recommended to provide an updated Flood Risk Management Plan including details of safe access and egress and how this will be communicated to future residents. It is proposed to attenuate runoff from the new roof with a blue roof. The Council's Drainage Engineer has not raised any objections to the proposed drainage strategy but recommend a condition to secure details of management and maintenance of the proposed SUDS blue roof scheme. Therefore, future residents are considered to be safe from flood risk and the proposal is considered to be in compliance with Policy EE13 subject to the submission of a flood risk management plan and details of SUDS management and maintenance.
- 7.10 The proposed development has been considered by the County Highways Authority who have assessed the application on safety, capacity and policy grounds and have not raised any objections but has recommended conditions relating to car and cycle parking and electric vehicle charging be imposed. The proposal would create an additional 9 flats, bringing the total number of residential units on the site to 40. 50 car parking spaces are proposed which includes 1 space per flat and 10 visitor spaces. 8 spaces will have active elective vehicle charging and 8 spaces will have passive provision for electric vehicle charging. 2 disabled parking spaces and 40 cycle parking spaces are also proposed. Access arrangements are unchanged. Therefore, subject to conditions the proposal is considered to comply with Policy SD4.
- 7.11 An Energy and Sustainability Statement has been submitted with the application which proposes air source heat pumps for each new dwelling although limited details have been

provided so a condition requiring further information is recommended. The Energy and Sustainability Statement also provides information on water efficiency which will be conditioned. Conditions in relation to landscaping, biodiversity and drainage are also recommended to comply with Policies SD7 and EE13.

- 7.12 The site lies within 5km of the Thames Basin Heaths Special Protection Area. In accordance with guidance from Natural England, the Habitats Regulations Assessment requirements are that plans or projects which may have a likely significant effect on a European designated site (such as the TBHSPA) can only proceed if the competent authority is convinced, they will not have an adverse effect on the integrity of the European site. Recent case law has suggested that likely significant effects cannot be ruled out at this screening stage, and in accordance with the Natural England guidance and national legislation, the application proposal must be made subject to an appropriate assessment. In accordance with the Council's SPG, and without consideration of potential mitigation regarding the TBHSPA this application is 'screened in' to the need for appropriate assessment as it lies within a zone of influence where recreational disturbance arising from new occupation in proximity to the TBHSPA is likely to have an adverse effect.
- 7.13 The guidance is that Natural England are required to be consulted and the LPA must have regard to its advice. Natural England agreed the framework for relevant development proposals affected by the TBHSPA in 2008 and the Council has been following this framework since then utilising it as standing advice removing the need for individual consultation to Natural England for schemes of this scale. It therefore falls to the Council to undertake the Appropriate Assessment of the application, which includes the consideration of any proposed mitigation, to reach a conclusion as to whether the proposal has a residual adverse effects that lead to a likely significant effect on habitats at the THBSPA. In undertaking this Appropriate Assessment it is considered that there will be permanent effects arising from increasing the number of residential units within 5km of the TBHSPA. The applicant has agreed to provide mitigation measures and have submitted a completed Unilateral Undertaking in respect of SAMM payment and contribution towards SANGS. This is in accordance with Policy EE10 and guidance within the NPPF.

## **8. Planning Obligations/Community Infrastructure Levy (CIL)**

- 8.1 In line with the Council's Charging Schedule the proposed development would now be CIL liable. The applicant has submitted the required forms including the assumption of liability for payment on the net increase in gross internal floor space.
- 8.2 The application proposes a new residential development and therefore would be liable for a Community Infrastructure Levy contribution. the tariff payable for this development is £180 per sqm.

## **9. Equality And Human Rights Considerations**

- 9.1 Consideration has been given to Articles 1 and 8 of the First Protocol of the European Convention on Human Rights. It is not considered that the decision would result in a violation of any person's rights under the Convention.

Consideration has been given to s149 of the Equality Act 2010 (as amended), which has imposed a public sector equality duty that requires a public authority in the exercise of its functions to have due regard to the need to:

- (a) Eliminate discrimination, harassment, victimisation and any other conduct prohibited by the Act
- (b) Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it
- (c) Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

It is considered that the decision would have regard to this duty.

## 10. Conclusions

- 10.1 The development has been assessed against the following Development Plan policies - EE1, EE2, EE10, EE13, SD4, SD7, SL19 of the Runnymede 2030 Local Plan, the policies of the NPPF, guidance in the PPG, and other material considerations including third party representations. It has been concluded that the development would not result in any harm that would justify refusal in the public interest. The decision has been taken in compliance with the requirement of the NPPF to foster the delivery of sustainable development in a positive and proactive manner.

## 11. Formal Officer Recommendation

***The CHDMBC be authorised to grant planning permission subject to the following planning conditions:***

- 1 Full application (standard time limit)

The development for which permission is hereby granted must be commenced not later than the expiration of three years beginning with the date of this permission.

Reason: To comply with Section 51 of Part 4 of the Planning and Compulsory Purchase Act 2004.

- 2 List of approved plans

The development hereby permitted shall not be carried out except in complete accordance with the following approved plans:

4D\_2023\_PL014 (Proposed North Elevation) received 17/06/2022

GA103 Rev B (Proposed Landscape Plan), GA103 Rev C (Proposed Second Floor Plan) received 17/05/2022

4D\_2023\_PL\_003 (Location Plan), PL109 (Proposed Long North Elevation), Proposed West Elevation, Proposed South Elevation, Proposed East Elevation, GA106 (Proposed Roof Plan) received 16/02/2022



Reason: To ensure high quality design and to comply with Policy EE1 of the Runnymede 2030 Local Plan and guidance in the NPPF

### 3 External materials (details required)

Before the above ground construction of the development hereby permitted is commenced, details of the materials to be used in the external elevations shall be submitted to and approved by the Local Planning Authority and no variations in such materials when approved. Development shall be carried out in accordance with the approved details.

Reason: To ensure high quality design and to comply with Policy EE1 of the Runnymede 2030 Local Plan and guidance within the NPPF.

### 4 Screening to balcony

Before the development hereby permitted is occupied, details of the siting, design and appearance including materials of screening along the sides of the terraces at second floor level shall be submitted to and approved in writing by the Local Planning Authority (LPA). Development shall be carried out in accordance with the approved details prior to the first use of the balcony/terrace area and the screening shall be retained in perpetuity unless otherwise agreed in writing by the LPA.

Reason: To prevent overlooking and loss of privacy to the occupiers of the neighbouring property and to comply with Policy EE1 of the Runnymede 2030 Local Plan and guidance within the NPPF.

### 5 Obscure glazing

Before the first occupation of the extension hereby permitted, the internal lightwell windows in the facing onto the hallway (3 windows in total) shall be fitted with obscured glazing (at Pilkington Glass Level 4 or equivalent) and any part of the window(s) that are less than 1.7 metres above the floor of the room in which they are installed shall be non-opening and fixed shut. The window(s) shall be permanently retained in that condition thereafter.

Reason: To avoid overlooking into the adjoining property and to comply with Policy EE1 of the Runnymede 2030 Local Plan and guidance within the NPPF.

### 6 SuDS (scheme for approval)

Prior to the occupation of the buildings hereby approved the surface water drainage works shall be carried out in accordance with the and the Flood Risk Assessment and Drainage Strategy (RMA-C2165d) received 16/02/2022 and GA106 (Proposed Roof Plan) received 16/02/2022. Details shall be submitted to and approved in writing by the Local Planning Authority as follows:

- a. provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

Sustainable urban drainage system shall thereafter be managed and maintained in accordance with the agreed management and maintenance plan.

Reason: To provide a sustainable development and to comply with Policies SD7, EE12 and EE13 of the Runnymede 2030 Local Plan and guidance within the NPPF.

#### 7 Flood risk management and evacuation plan

Prior to the commencement of the above ground construction of the development hereby permitted, a Flood Risk Management Plan (FRMP) shall be submitted to and approved in writing by the Local Planning Authority. The FRMP shall provide a householder pack which shall include details of how this pack will be made available to the first and subsequent occupiers, and include details of a safe escape route and the place that people can be evacuated to.

Reason: In the interests of the safety of future occupiers and to comply with Policy EE13 of the Runnymede 2030 Local Plan and guidance within the NPPF.

#### 8 Storage of spoil post completion (sites wholly within floodplain)

Upon completion all spoil and building materials stored on site before and during construction shall be removed from the area of land liable to flood.

Reason: To prevent the increased risk of flooding due to impedance of flood flows and reduction of flood storage capacity and to comply with Policy EE13 of the Runnymede 2030 Local Plan and guidance within the NPPF.

#### 9 Noise

The development hereby approved shall be implemented fully in accordance with the recommendations in the Noise Impact Assessment Report (21828.NIA.02 Rev B) received 16/02/2022 and be retained as such thereafter.

Reason: To protect the amenities of occupiers of nearby properties and to comply with Policy EE2 of the Runnymede 2030 Local Plan and guidance within the NPPF.

#### 10 Car and Cycle Parking

The development hereby approved shall not be first occupied unless and until space has been laid out within the site for vehicles to be parked and a minimum of 9 additional cycles to be parked. All cycle parking shall be secure, covered lit and at grade. Thereafter the parking areas shall be retained and maintained for their designated purposes.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users and to comply with Policy SD4 of the Runnymede 2030 Local Plan and guidance within the NPPF.

#### 11 Electric vehicle charging points (per dwelling)

An electric vehicle charging point shall be provided for each dwelling. As a minimum, the charge point specification shall be 7kW Mode 3 with Type 2 connector- 230v AC 32 Amp

single phase dedicated supply. The charging points shall be retained for the lifetime of the development.

Reason: To ensure sustainable design and to comply with Policy SD7 of the Runnymede 2030 Local Plan and guidance in the NPPF.

## 12 Bin store provision

Prior to the commencement of the above ground construction of the development hereby permitted, notwithstanding what is shown on the approved plans, details of the siting, size and design of the refuse and recycling bin storage areas shall be submitted to and approved in writing by the Local Planning Authority. The refuse and recycling bin stores and facilities shall then be provided in accordance with the approved details prior to the first occupation of the development and retained thereafter.

Reason: In the interests of amenity, to provide adequate refuse and recycling facilities and provide satisfactory form of development and to comply with Policy EE1 of the Runnymede 2030 Local Plan and guidance within the NPPF.

## 13 Cycle storage

Prior to first occupation of the development, cycle storage shall be provided in accordance with details to be submitted to and approved in writing by the Local Planning Authority. Such storage should be safe, secure and lit.

Reason: To encourage active and sustainable travel and to comply with Policy SD3 of the Runnymede 2030 Local Plan and guidance within the NPPF.

## 14 Landscaping

a. No above ground development shall take place until full details of both hard and soft landscaping works have been submitted to and approved in writing by the Local Planning Authority (LPA) and these works shall be carried out as approved prior to the first occupation of the development. This scheme shall include indications of all changes to levels, hard surfaces, walls, fences, access features, minor structures, the existing trees and hedges to be retained, together with the new planting to be carried out and details of the measures to be taken to protect existing features during the construction of the development.

b. All hard and soft landscaping works shall be carried out in accordance with the approved details. Arboricultural work to existing trees shall be carried out prior to the commencement of any other development; otherwise all remaining landscaping work and new planting shall be carried out prior to the occupation of any part of the development or in accordance to the timetable agreed with the LPA. Any trees or plants, which within a period of five years of the commencement of any works in pursuance of the development die, are removed, or become seriously damaged or defective, shall be replaced as soon as practicable with others of similar size and species, following consultation with the LPA, unless the LPA gives written consent to any variation.

Reason: To preserve and enhance the character and appearance and biodiversity of the surrounding area and to comply with Policies EE1, EE9 and EE11 of the Runnymede 2030 Local Plan and guidance within the NPPF.

## 15 Renewable energy (heat pump)

Prior to the occupation of the development hereby approved, a Noise Assessment Report and details of the heat pumps to be installed shall be submitted to and approved in writing by the Local Planning Authority (LPA).

Details shall include acoustic data to demonstrate that there will be no increase in the background noise level and that there will be no tonal noise emitted from the unit, as well as details of the location of the unit(s) and the distance to the closest dwelling. The development shall thereafter be carried out in accordance with such details as may be approved or any other approved details as submitted to the LPA, if an alternative to the chosen renewable energy is to be installed.

Reason: To ensure sustainable design and to protect the amenities of neighbouring residential occupiers and to comply with Policies EE1 and SD7 of the Runnymede 2030 Local Plan and guidance within the NPPF.

## 16 Ecological survey (implementation)

The development hereby approved shall be implemented fully in accordance with the recommendations in the Ecological Walkover Assessment and Enhancement Scheme received 16/02/2022 hereby approved.

Reason: To enhance the biodiversity of the site and to comply with Policies EE9, EE11 and EE12 of the Runnymede 2030 Local Plan and guidance within the NPPF.

## 17 Water efficiency

The development hereby approved shall be implemented fully in accordance with the details provided within Appendix 1 of the the Energy & Sustainability Statement received 16/02/2022. Such details shall be fully implemented and retained for the lifetime of the development

Reason: In order to achieve water efficiency and sustainable development and to comply with Policy SD7 of the Runnymede 2030 Local Plan and guidance within the NPPF.

### **Informatives:**

#### 1 Summary of Reasons to Grant Consent

The decision has been taken in compliance with the requirement in the NPPF to foster the delivery of sustainable development in a positive and proactive manner.

#### 2 Land Ownership

The applicant is advised that this planning permission does not convey the right to enter onto or build on land not within his ownership.

#### 3 Permitted Development Rights - Flats

The applicant and potential occupiers are advised that the flats hereby approved do not have any permitted development rights.

4 In relation to Condition 12 regarding details of the bin store to be provided, the applicant should have regard to the comments received from RBC Recycling Officer received 06/06/2022

#### 5 Works to the Highway

The permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/ culvert or water course. The applicant is advised that a permit and, potentially, a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see <http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme>. The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see [www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/floodingadvice](http://www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/floodingadvice).

#### 6 Mud/Debris on the Highway

The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).

#### 7 Damage to the Highway

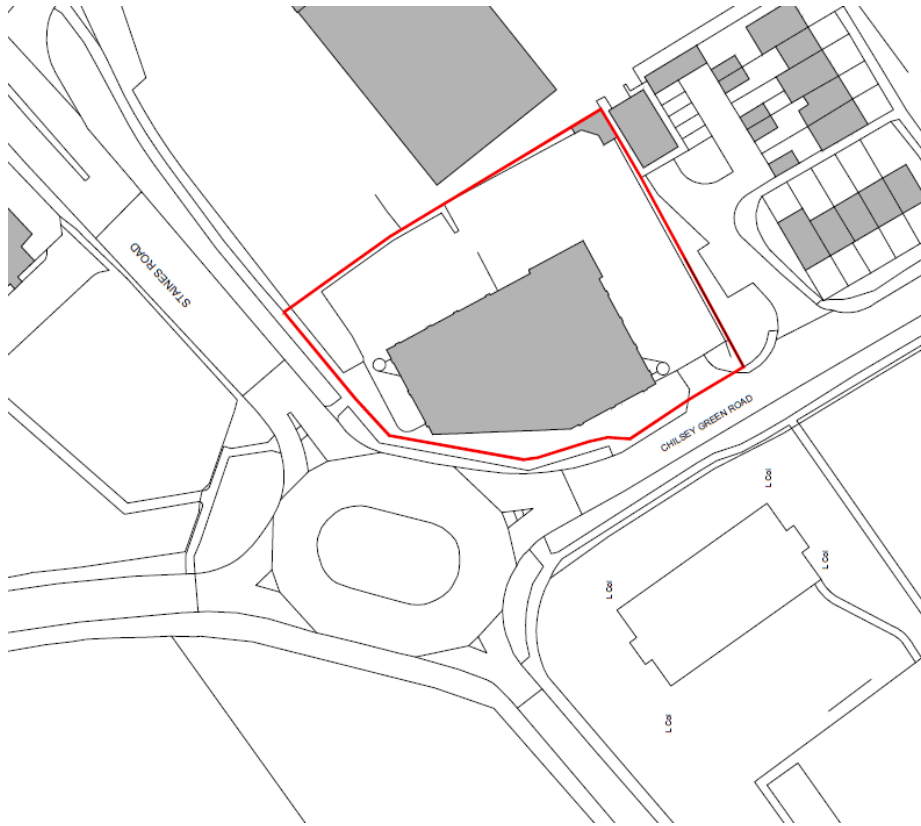
Section 59 of the Highways Act permits the Highway Authority to charge developers for damage caused by excessive weight and movements of vehicles to and from a site. The Highway Authority will pass on the cost of any excess repairs compared to normal maintenance costs to the applicant/organisation responsible for the damage.

#### 8 Electric Vehicle Charging

It is the responsibility of the developer to ensure that the electricity supply is sufficient to meet future demands and that any power balancing technology is in place if required. Please refer to: <http://www.beama.org.uk/resourceLibrary/beama-guide-to-electric-vehicle-infrastructure.html> for guidance and further information on charging modes and connector types.

**RU.22/0250 Chilsey House, Chilsey Green Road**

**Location Plan**



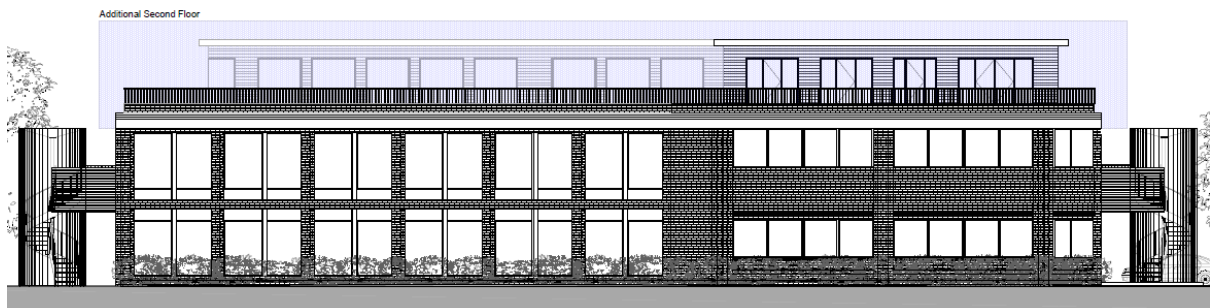
**Proposed Site Plan**



## Proposed Elevations



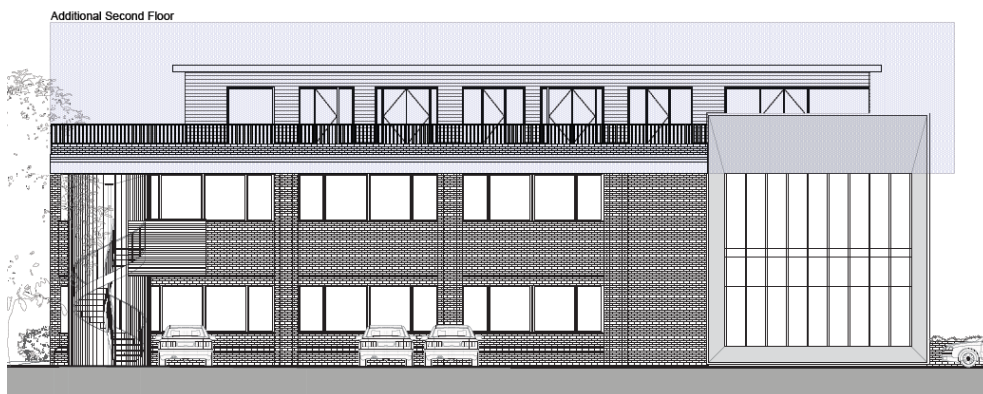
North elevation



West Elevation

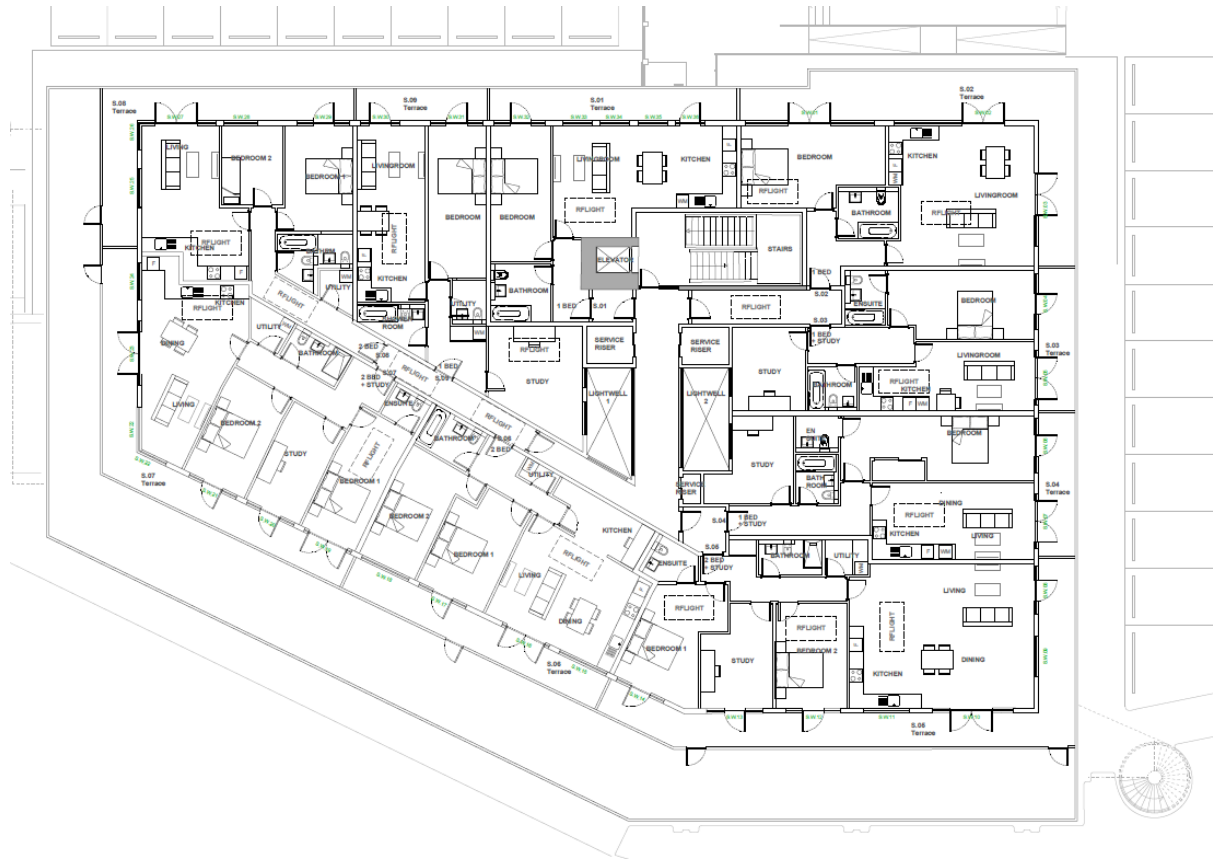


East Elevation



South Elevation

## Proposed Second Floor Plan





### Publication of Sustainability Appraisal/Strategic Environmental Assessment (SA/SEA) Scoping Report for the 2040 Local Plan (planning, policy & economic development – John Devonshire)

#### Synopsis of report:

The purpose of this report is to inform Members of the outcome of public consultation on a draft Sustainability Appraisal (SA) incorporating Strategic Environmental Assessment (SEA) Scoping Report for the Runnymede 2040 Local Plan.

SA/SEA is now an established mechanism for assessing the sustainability and environmental performance of plans and programmes, such as the Runnymede 2040 Local Plan, and is a legal requirement under the Planning & Compulsory Purchase Act 2004 and Environmental Assessment of Plans & Programmes Regulations 2004 (SEA Regulations).

The first stage of SA/SEA is the scoping stage. This stage seeks to understand key messages/objectives from other legislation and guidance, establish the baseline environment and how this might change in the future in the absence of the Runnymede 2040 Local Plan. The SA/SEA Scoping Report should also identify any issues and problems arising from the key messages and baseline information and how these can be addressed in the Runnymede 2040 Local Plan. The Scoping Report includes a Sustainability Framework, which will form the basis for the Sustainability Appraisal work on the forthcoming Runnymede 2040 Local Plan.

A draft version of the SA/SEA Scoping Report was open to public consultation for a period of five weeks from 22 April to 28 May 2022, including with the three consultation bodies (Environment Agency, Historic England, Natural England). In total 18 representations were received and a summary of these with officer responses are set out on the Council's website with the Committee Agenda.

Given the representations received and a number of other material circumstances since consultation, a number of amendments are proposed to the Scoping Report. Amendments are shown as tracked changes in the final SA Scoping Report as attached at Appendix A and in the table at Appendix B. The key amendments are as follows:-

- Additional baseline information on green/blue infrastructure and green corridors in Section 3;
- Update to population data in Section 4 to account for first release of Census 2021 data;
- Addition of information from the Annual Monitoring Report (AMR) on housing mix and identification of housing mix as an issue/problem in Table 4-2;
- Additional information on air quality monitoring station on Byfleet Road;
- Update to CO<sub>2</sub> emissions baseline following government's latest release of data;
- Recognition of A318 as a major local highway in the Borough;
- Addition of information on employment baseline and future baseline;
- Additional decision aiding criteria in SA Framework for SA Objectives 2, 4, 5 and 7 to strengthen consideration of climate change;
- Additional plans, policies, programmes and their key messages/objectives added to Appendix A for Water, Climate and Transport.

**As such, this report seeks approval from the Planning Committee to publish the final SA Scoping Report, with the amendments as shown tracked in Appendix A and as listed in Appendix B, and to approve the Sustainability Framework, as the basis for undertaking the SA/ SEA Appraisal of the various stages of the forthcoming Runnymede 2040 Local Plan.**

**Recommendation(s): The Planning Committee is recommended to RESOLVE to:**

- i) PUBLISH the final Sustainability Appraisal (SA) incorporating Strategic Environmental Assessment (SEA) Scoping Report with the changes as shown tracked in Appendix A and listed in Appendix B.**
- ii) APPROVE the Sustainability Appraisal Framework, as set out in the Scoping Report, as the basis for the SA/SEA appraisal of the new Runnymede 2040 Local Plan at each stage of plan making.**

## **1. Context of report**

- 1.1 The preparation of Local Plan documents must be subject to an assessment of their sustainability and environmental performance through Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA). A review of the Runnymede 2030 Local Plan has commenced and the next iteration of the local plan will cover the period 2025-2040. Each stage of plan preparation must be accompanied by an SA & SEA assessment.
- 1.2 The requirement to undertake SA is set out in Section 19 of the Planning & Compulsory Purchase Act 2004 and SEA by the Environmental Assessment of Plans & Programmes Regulations 2004 (SEA Regulations).
- 1.3 SA/SEA is an iterative process. The process helps to test evidence and also to develop plan options, preferred approaches and plan policies. Guidance on undertaking SA/SEA at each stage of plan preparation is set out in the Government's Planning Practice Guidance (PPG) note on SA/SEA.
- 1.4 The PPG note on SA/SEA identifies that the first stage of SA/SEA is scoping, which should be undertaken at the same time as the preparatory/evidence gathering stage of plan making. The note also identifies what must be included at the scoping stage and this includes:
  - i) Identification of other relevant policies, plans and programmes, and sustainability objectives;
  - ii) Collection of baseline information;
  - iii) Identification of sustainability issues & problems;
  - iv) Development of the Sustainability Appraisal Framework;
  - v) Consulting with the consultation bodies on the scope of the sustainability appraisal report
- 1.5 Schedule 2 of the SEA Regulations also sets out what must be included within an environmental report.

## **2. Report and options considered**

- 2.1 The purpose of this report is to inform Members on the outcome of public consultation on a draft SA/SEA Scoping Report which was carried out for five weeks from 22 April to 28 May 2022.

2.2 A total of 18 representations were received, a summary of these with officer responses are set out on the Council's website with the Committee Agenda. Given the representations received and a number of other material circumstances since consultation of the draft Scoping Report, a number of amendments are proposed to the Scoping Report. Amendments are shown as tracked changes in the final SA Scoping Report as attached at Appendix A and in the table at Appendix B. The key amendments are as follows:-

- Additional baseline information on green/blue infrastructure and green corridors in Section 3;
- Update to population data in Section 4 to account for first release of Census 2021 data;
- Addition of information from the Annual Monitoring Report (AMR) on housing mix and identification of housing mix as an issue/problem in Table 4-2;
- Additional information on air quality monitoring station on Byfleet Road;
- Update to CO2 emissions baseline following government's latest release of data;
- Recognition of A318 as a major local highway in the Borough;
- Addition of information on employment baseline and future baseline;
- Additional decision aiding criteria in SA Framework for SA Objectives 2, 4, 5 and 7 to strengthen consideration of climate change;
- Additional plans, policies, programmes and their key messages/objectives added to Appendix A for Water, Climate and Transport.

2.3 As such, this report seeks approval from the Planning Committee to publish the final SA Scoping Report with the amendments as shown tracked in Appendix A and as listed in Appendix B and to approve the Sustainability Framework, as the basis for undertaking the SA/SEA Appraisal of the various stages of the Runnymede 2040 Local Plan.

### 3. **Policy framework implications**

3.1 SA/SEA forms part of the evidence base for the Local Plan, rather than being part of the development plan itself. However, SA/SEA is a requirement of the plan making process and must be undertaken at each stage of plan preparation.. The Sustainability Framework, as set out in the Scoping Report, will form the basis for carrying out the SA/SEA Appraisal of the new Runnymede 2040 Local Plan at each stage of plan preparation, having regard to the sustainability issues highlighted in the SA/SEA Scoping Report; The SA/SEA Scoping Report has been carried out in line with the provisions as set out in the Planning Practice Guidance Note (PPG) on SA/SEA.

### 4. **Financial and resource implications**

4.1 Production of the draft SA/SEA Scoping has been undertaken in-house by the Planning Policy Team. Further iterations of the SA/SEA work will be undertaken by consultants on behalf of the Council and funded through the agreed Planning Policy budget for each financial year. There are no additional resource implications beyond those already provided for within the agreed Planning Policy budget.

### 5. **Legal implications**

5.1 The preparation of SA/SEA reports to accompany Local Plans is a legal requirement under Section 19 of the Planning & Compulsory Purchase Act 2004 and the Environmental Assessment of Plans & Programmes Regulations 2004

(SEA Regulations). The content of the Scoping Report has had regard to Schedule 2 of the SEA Regulations and the Government's PPG note on SA/SEA.

## 6. Equality implications

6.1 The Council has a Public Sector Duty under the Equalities Act 2020 to have due regard to the need to:

- a) Eliminate unlawful discrimination, harassment or victimisation;
- b) Advance equality of opportunity between persons who share a Protected Characteristic and persons who do not share it;
- c) Foster good relations between those who share a relevant characteristic and persons who do not share those characteristics;

in relation to the 9 'Protected Characteristics' stated within the Act.

6.2 The final SA/SEA Scoping Report, as attached at Appendix A to this report, is not a policy document, rather it is evidence to support the Local Plan and, as such, has not been subject to equalities impact screening.

## 7. Environmental/Sustainability/Biodiversity Implications

7.1 The final SA/SEA Scoping report, as attached at Appendix A to this report, sets out current sustainability/environmental baseline information for Runnymede and how it is predicted to evolve over time, in the absence of the Runnymede 2040 Local Plan. Sustainability issues and problems have also been identified in the Scoping Report. These issues and problems will have implications for the Runnymede 2040 Local Plan, which will need to address them. The Sustainability Framework will form the basis for carrying out the appraisal of the new Runnymede 2040 Local Plan, having regard to the sustainability issues highlighted in the SA/SEA Scoping Report;

## 8. Other Implications

8.1 None.

## 9. Conclusion

9.1 Planning Committee is asked to RESOLVE to:

- i) **PUBLISH** the final Sustainability Appraisal (SA) incorporating Strategic Environmental Assessment (SEA) Scoping Report with the changes as shown tracked in Appendix A and listed in Appendix B.
- ii) **APPROVE** the Sustainability Appraisal Framework, as set out in the Scoping Report, as the basis for undertaking the SA/ SEA appraisal of the new Runnymede 2040 Local Plan at each stage of plan making.

(To resolve)

## Background papers

Appendix A: Final SA/SEA Scoping Report with changes shown tracked

Appendix B: Table of amendments to SA Scoping Report

**Runnymede 2040 Local Plan**

**Sustainability Appraisal incorporating Strategic  
Environmental Assessment**

**Scoping Report**

**July 2022**

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## Foreword

The Runnymede 2040 Local Plan will set out the quantum of development expected to come forward within Runnymede up to 2040 including housing, employment and retail development as well as allocating land for development. It will also contain the policies against which individual planning applications will be considered and along with other plans such as Neighbourhood Plans and the Minerals and Waste Plans for Surrey form the Development Plan for the Runnymede area.

The 2040 Local Plan will be built on a review and where necessary an update of the 2030 Local Plan in accordance with paragraph 33 of the National Planning Policy Framework (NPPF) 2021 which requires that local plans and spatial development strategies be reviewed to assess whether they need updating at least once every five years.

In reviewing the 2030 Local Plan, the Council may update or roll forward some, all or none of the policies/allocations of the 2030 Local Plan depending on whether they are still necessary and up to date and can if it wishes to do so, introduce new policies.

Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA) are now an integral part of producing planning documents. The purpose of SA/SEA is to consider the likely economic, social and environment effects of implementing a plan or programme and any reasonable alternatives, taking into account the objectives and geographical scope of the plan or programme.

This SA/SEA Scoping Report of the 2040 Local Plan is the first stage of SA/SEA. In essence this report ~~will:~~

~~I~~dentify other relevant plans, policies and programmes and their key messages/objectives;

~~C~~ollects and reviews sustainability and environmental baseline data and trends;

~~I~~dentify any social, economic and environmental issues and problems; and

~~S~~ets out the SA/SEA objectives and the Sustainability Framework for future iterations.

~~This SA/SEA Scoping Report is open to consultation from Friday 22<sup>nd</sup> April to Friday 27<sup>th</sup> May 2022. Any comments should preferably be returned by e-mail to [planningpolicy@runnymede.gov.uk](mailto:planningpolicy@runnymede.gov.uk) or alternatively can be posted to:-~~

~~Planning Policy and Economic Development  
Runnymede Borough Council  
Runnymede Civic Centre  
Station Road  
Addlestone  
Surrey KT15~~

~~Please note, comments will be publicly available and cannot be treated as confidential. Details of addresses and telephone numbers will not be published on our website but names, organisations and comments will.~~

~~Your comments and ongoing consultation with key stakeholders will help us to write the 2040 Local Plan and inform future SA/SEA Reports.~~

If you have any queries or require any further information on the SA Scoping Report please call the Planning Policy Team on 01932 425131 or email [planningpolicy@runnymede.gov.uk](mailto:planningpolicy@runnymede.gov.uk)

# 1. Introduction & Methodology

## Sustainable Development

- 1.1 There are many definitions of sustainable development however the most common and widely accepted is that adopted by the World Commission on Environment and Development's 1987 Brundtland report 'Our Common Future' as:

*"Development that meets the needs of the present without compromising the ability of future generations to meet their own needs"*

- 1.2 There is now an international commitment to achieving sustainable development through the 2030 Agenda for Sustainable Development, a global agreement reached through the UN which sets out 17 sustainable development goals. The goals have been set out in the UK Government's Agenda 2030: Delivering the Global Goals<sup>1</sup> which also sets out a number of priority outcomes relevant to the Local Plan making process such as:

- building confidence in the transport network and ensure it is safe, reliable and inclusive;
- tackle climate change and improve air quality by decarbonising transport;
- improve the environment through cleaner air and water, minimised waste and thriving plants and terrestrial and marine wildlife;
- reduce UK greenhouse gas emissions to net zero by 2050;
- deliver economic growth to all nations and regions of the UK through attracting and retaining inward investment;
- more better quality, safer, greener and more affordable homes;
- reduce the likelihood and impact of flooding and coastal erosion on people, businesses, communities and the environment;

- 1.3 The principles of sustainable development are also set out within the National Planning Policy Framework (NPPF)<sup>2</sup>. Paragraph 8 of the NPPF states that achieving sustainable development means that the planning system has three overarching objectives as follows:

- an economic objective - to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
- a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being;

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<sup>1</sup> Agenda 2030: Delivering the Global Goals (2017) Department for International Development. Available at: <https://www.gov.uk/government/publications/agenda-2030-delivering-the-global-goal>

<sup>2</sup> National Planning Policy Framework (2021) MHCLG. Available at <https://www.gov.uk/government/publications/national-planning-policy-framework--2>



- an environmental objective – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

- 1.4 The NPPF explains that these three objectives are interdependent and need to be pursued in mutually supportive ways, so that opportunities can be taken to secure net gains across each objective.

### **Sustainability Appraisal and Strategic Environmental Assessment**

- 1.5 Section 19(5) of the Planning & Compulsory Purchase Act 2004 (as amended) requires that an appraisal of the sustainability of Local Plans is undertaken with a report of the findings prepared. The Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) which implement the provisions of the Planning and Compulsory Purchase Act 2004 requires the submission of an SA report of the Local Plan.
- 1.6 Under the Environmental Assessment of Plans & Programmes Regulations 2004 (hereafter referred to as the SEA Regulations), specific types of plans that are likely to have significant environmental effects must be subject to environmental assessment. There are exceptions to this requirement for plans that determine the use of a small area at a local level and for minor modifications if it has been determined that the plan is unlikely to have significant environmental effects.
- 1.7 In accordance with the provisions of the SEA Regulations, Runnymede Borough Council has determined that an SEA is required for 2040 Local Plan as it considers that it sets the framework for future development consent, is not for the use of a small area at a local level or only prescribes minor modifications. As such an SEA of the Local Plan is required and will be combined with the SA as the two processes align with one another.
- 1.8 The Borough Council also considers that the 2040 Local Plan requires an assessment as to its effect on the National Site Network (formerly known as Natura 2000 sites) of biodiversity importance such as Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Ramsar sites. This will be set out in a separate Habitats Regulation Assessment (HRA) at the draft plan stage of plan preparation (Regulation 19 stage).

### **The Purpose of SA/SEA**

- 1.9 The purpose of SA/SEA is to identify and assess the likely significant social, economic and environmental effects of implementing a plan or programme including an assessment of alternative options or approaches.
- 1.10 For the Scoping Assessment of SA/SEA, the purpose is to describe the current social, economic and environmental status of the area, identify any social, economic and/or environmental problems/issues which the 2040 Local Plan could help to address and the identification of a Sustainability Framework. The Sustainability Framework is a series of social, economic and environmental objectives against which future plan options and approaches will be appraised.

## The SA/SEA Methodology

- 1.11 Paragraph 013 of the Planning Practice Guidance (PPG) on Strategic Environmental Assessment & Sustainability Appraisal<sup>3</sup> sets out a flowchart highlighting the process to follow at each stage of SA/SEA. The flowchart sets out five stages (stages A to E) which is shown in Table 1-1.

**Table 1-1: Stages of Sustainability Appraisal**

Stage A	Setting the context and objectives, establishing the baseline and deciding on the scope
Stage B	Developing and refining alternatives and assessing effects
Stage C	Preparing the Sustainability Report (including requirements of SEA)
Stage D	Seek representations on the Sustainability Appraisal Report
Stage E	Post adoption reporting & monitoring

- 1.12 This SA/SEA Report focuses on stage A in the flowchart, set out in paragraph 013 of the PPG, namely the Scoping stage. The key tasks to be undertaken at each stage of the Scoping exercise are highlighted in the PPG flowchart and repeated in Table 1-2. In terms of Stages B, C & D in Table 1-1, this is an iterative process and will be undertaken at Issues & Options and draft Local Plan stages of plan preparation (Regulation 18 & 19 stages) with Stage E undertaken following adoption of the 2040 Local Plan.

**Table 1-2: Stage A – Key Tasks**

A1	Identify other relevant policies, plans & programmes, and sustainability objectives
A2	Collect baseline information
A3	Identify sustainability issues & problems
A4	Develop the sustainability appraisal framework
A5	Consult the consultation bodies on the scope of the Sustainability Appraisal Report

- 1.13 In addition to the stages and tasks set out in Tables 1-1 and 1-2, the SEA Regulations require certain information to be covered by the environmental report (or SA Report). In order to ensure compliance with the SEA Regulations it is necessary to highlight which sections of this report cover the criteria required by an environmental report as set out within the SEA Regulations. Paragraph 004 of the PPG on SEA & SA sets out an SEA Regulations requirements checklist which is reproduced in Table 1-3. Table 1-3 also identifies where in the report these requirements have been dealt with and those which will be left to future iterations of the SA/SEA process.

<sup>3</sup> Planning Practice Guidance: Strategic Environmental Assessment & Sustainability Appraisal (MHCLG) 2020. Available at: <https://www.gov.uk/guidance/strategic-environmental-assessment-and-sustainability-appraisal>

**Table 1-3: Compliance with the SEA Regulations**

<b>SEA Regulations Requirement</b>	<b>Section of Scoping Report</b>
<b>Schedule 2</b>	
a) An outline of the contents, main objectives of the plan or programme, and relationship with other relevant plans and programmes.	Sections 1 & 2 of this report and Appendix A.
b) The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme.	Sections 3 to 14 of this report
c) The environment characteristics of areas likely to be significantly affected.	Sections 3 to 14 of this report
d) Any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 2009/147/EC (Conservation of Wild Birds) and 92/43/EEC (Habitats Directive).	Sections 3 to 14 of this report
e) The environmental protection objectives, established at international, Community or national level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation.	Sections 2-14 of this report and Appendix A
f) The likely significant effects on the environment, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscapes and the interrelationship between the above factors. These effects should include secondary, cumulative, synergistic, short, medium and long-term permanent and temporary, positive and negative effects.	N/A at scoping stage. To be included in future iterations of SA/SEA
g) The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme.	N/A at scoping stage. To be included in future iterations of SA/SEA
h) An outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information.	N/A at scoping stage. To be included in future iterations of SA/SEA
i) A description of measures envisaged concerning monitoring in accordance with regulation 17.	N/A at scoping stage. To be included in future iterations of SA/SEA
j) A non-technical summary of the information provided under the above headings.	N/A at scoping stage. To be included in future iterations of SA/SEA
Preparation of environmental report that identifies describes & evaluates likely significant effects on the environment of implementing the plan or programme and reasonable alternatives taking into account the objectives and geographical scope of the plan or programme (Regulation 12(2)).	Geographical scope of Local plan included in Section 1. Other aspects to be included in future iterations of SA/SEA.

<p>Report shall include such of the information referred to in Schedule 2 as reasonably required, taking into account current knowledge, methods of assessment, contents and level of detail in the plan or programme, stage in the decision-making process and extent to which certain matters are more appropriately assessed at different levels in the process to avoid duplication of the assessment (regulation 12(3)). Information may be provided by reference to relevant information obtained at other levels of decision-making (regulation 12(4)).</p>	<p>See above where applicable</p>
<p>When deciding on the scope and level of detail of information to be included in the environmental report the consultation bodies should be consulted (regulation 12(5)).</p>	<p>Consultation of Scoping Report with statutory bodies to be undertaken</p>
<p>As soon as reasonably practicable after their preparation, the draft plan or programme and environmental report shall be sent to the consultation bodies and brought to the attention of the public, who should be invited to express their opinion. The period within which opinions must be sent must be of such length as will ensure an effective opportunity to express their opinion.</p>	<p>N/A at Scoping stage but Scoping Report sent to consultation bodies and open to public consultation</p>
<p>As soon as reasonably practicable after the plan or programme is adopted, the consultation bodies, the public and the Secretary of State shall be informed and the following made available:</p> <ul style="list-style-type: none"> <li>• the plan or programme adopted</li> <li>• the environmental report</li> <li>• a statement summarising: <ul style="list-style-type: none"> <li>(a) how environmental considerations have been integrated into the plan or programme;</li> <li>(b) how the environmental report has been taken into account;</li> <li>(c) how opinions expressed in response to: (i) the invitation referred to in regulation 13(2)(d); (ii) action taken by the responsible authority in accordance with regulation 13(4), have been taken into account;</li> <li>(d) how the results of any consultations entered into under regulation 14(4) have been taken into account;</li> <li>(e) the reasons for choosing the plan or programme as adopted, in the light of the other reasonable alternatives dealt with; and</li> <li>(f) the measures that are to be taken to monitor the significant environmental effects of the implementation of the plan or programme. (regulation 16)</li> </ul> </li> </ul>	<p>N/A at Scoping stage. To be undertaken after adoption of the Local Plan.</p>
<p>Monitoring of significant environmental effects of the plan's or programme's implementation with the purpose of identifying unforeseen adverse effects at an early stage and being able to undertake appropriate remedial action (regulation 17 (1)). Monitoring arrangements may comprise or include arrangements established for other purposes (regulation 17 (2)).</p>	<p>N/A at scoping stage. To be included in future iterations of SA/SEA</p>

## Area Description

- 1.14 The Borough of Runnymede lies around 20 miles south west of central London in the north-west corner of Surrey. The Borough adjoins the Surrey authorities of Spelthorne to the north, Elmbridge to the east, Woking to the south as well as Surrey Heath and the Royal Borough of Windsor & Maidenhead in Berkshire to the west. The eastern half of the Borough is mainly urban in character containing the main settlements of Addlestone, Chertsey, Egham and smaller settlements of Thorpe, Woodham & New Haw. The western half has a more dispersed pattern of development containing the smaller settlements of Englefield Green, Longcross, Lyne, Ottershaw and Virginia Water. Each settlement area is surrounded by and separated from each other by the Green Belt which covers the rest of the Borough outside of its urban areas. In total the Borough covers some 78 square kilometres.
- 1.15 Outside of its urban areas, the Borough can be defined by four main landscape types<sup>4</sup>. The east of the Borough is defined by river floodplain and river valley which has been subject to urban development and mineral extraction over time. The western area of the Borough is characterised by settled & wooded sandy farmland and sandy woodland which lie close to areas of lowland heathland outside of the Borough forming part of the Thursley, Ash, Pirbright and Chobham Common Special Area of Conservation (SAC) which forms part of the wider Thames Basin Heaths Special Protection Area (SPA). Chobham Common is also a National Nature Reserve (NNR). There are numerous areas of ancient woodland, predominantly in the west of the Borough as well as priority habitat comprised mostly of deciduous woodland and lowland meadows.
- 1.16 There are five Sites of Special Scientific Interest (SSSI) in the Borough, two of which at Windsor Forest and at Thorpe Park no.1 Gravel Pit have also been designated at an international level and form part of the Windsor Forest & Great Park Special Area of Conservation (SAC) and the South West London Waterbodies Special Protection Area (SPA) and Ramsar. SACs and SPAs were collectively previously known as Natura 2000 sites but are now known as the National Site Network upon the UK exiting the EU. The other three SSSI are Langham Pond at Englefield Green, Thorpe Hay Meadow in Thorpe and part of the Basingstoke Canal in Woodham.
- 1.17 There are also numerous locally designated Sites of Nature Conservation Importance (SNCI) and two designated Local Nature Reserves (LNR) at Riverside Walk in Virginia Water and Chertsey Meads in Chertsey which also functions as Suitable Accessible Natural Greenspace (SANG) as mitigation for the Thames Basin Heaths SPA along with other SANG areas in the Borough at St Ann's Hill in Chertsey and Homewood Park, Timber Hill, Hare Hill and Queenswood in Ottershaw. St Ann's Hill is also designated as a Park & Garden of Special Historical Interest as is St Ann's Court, Woburn Farm in Addlestone, Windsor Great Park: Virginia Water Lake, Savill Gardens & Valley Garden in Englefield Green/Virginia Water, Great Fosters in Egham, the Kennedy Memorial Landscape in Englefield Green. The Borough also contains Runnymede Meadows, the historic site of the sealing of Magna Carta in 1215.
- 1.18 Other heritage assets in the Borough include the Grade I listed Royal Holloway College, Royal Holloway Sanitorium and Runnymede Park as well as a number of Grade II\* and Grade II listed and locally listed buildings and structures. There are also eight Scheduled Ancient Monuments and six conservation areas as well as numerous areas of high archaeological importance.

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<sup>4</sup> Surrey Landscape Character Assessment (HDA) 2015. Available at: <https://www.surreycc.gov.uk/land-planning-and-development/countryside/strategies-action-plans-and-guidance/landscape-character-assessment>

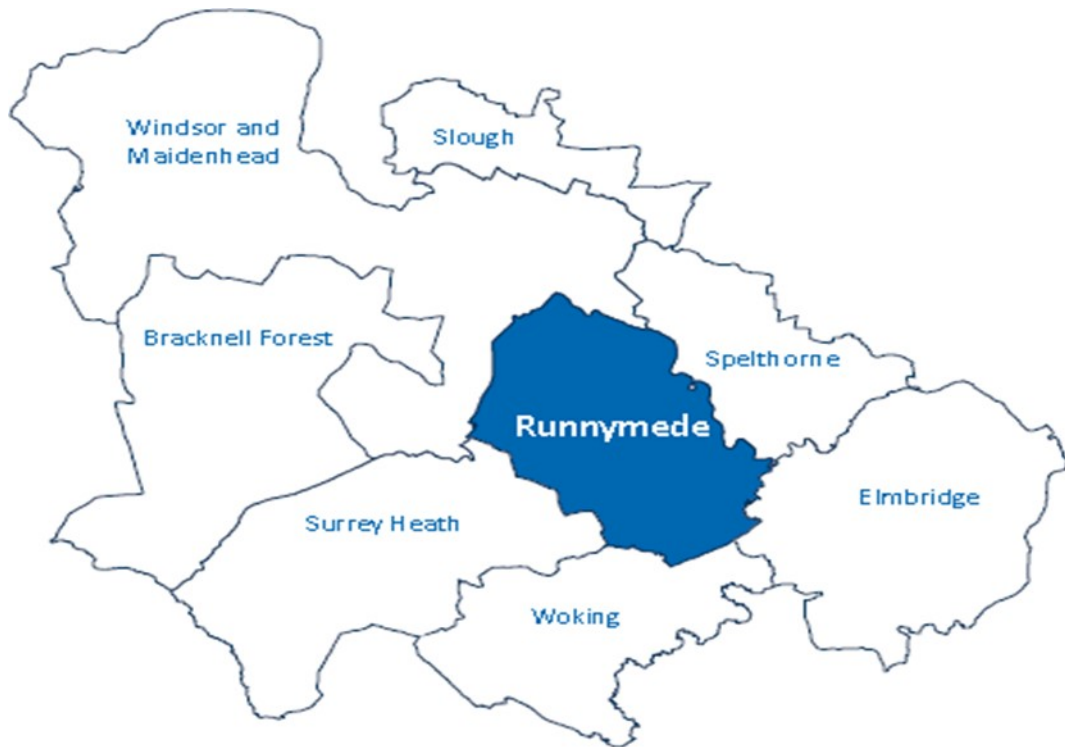
- 1.19 The eastern and northern boundaries of the borough are formed by the river Thames and river Wey and consequently much of the eastern area of the Borough falls within the functional floodplain and/or areas at a greater risk of fluvial flooding.
- 1.20 The M25 and M3 motorways are major strategic transport routes which cross through the Borough north/south and east/west. Other major highways which run through the Borough include the A30 from the Blackwater Valley to Egham, the A320 which connects Woking with Junction 11 of the M25 and Chertsey through to Staines-upon-Thames, the A317 which connects Junction 11 of the M25 to Weybridge and the A318 connecting Byfleet with Addlestone and Junction 11 of the M25.
- 1.21 Runnymede is served by six rail stations at Addlestone, Byfleet & New Haw, Chertsey, Egham, Longcross and Virginia Water. Egham, Longcross and Virginia Water are served by the Reading-Waterloo route, Addlestone and Chertsey by the Weybridge-Waterloo route and Byfleet & New Haw by the South West main line.
- 1.22 Heathrow Airport lies around 4km to the north east of the Borough at its closest point and is a major airport for both commercial passenger and freight flights. Fair Oaks Airport lies to the south-west of Ottershaw just across the Borough boundary in Surrey Heath and is used for private flights and training.
- 1.23 The Borough is served by three town centres at Addlestone, Chertsey and Egham which are the main retail centres for the Borough and along with five strategic employment areas in Addlestone, Chertsey, Egham and Longcross are the main centres for employment in the Borough along with St Peter's Hospital in Chertsey.

#### **The Runnymede 2040 Local Plan**

- 1.24 The Runnymede 2040 Local Plan will be the document which sets out Runnymede's growth ambitions over the years 2025-2040. It will set out a vision for the Borough and contain a number of objectives on how to reach that vision as well as set out the expected number of new homes, employment and retail floorspace and infrastructure to come forward over that period. The 2040 Local Plan will also allocate land for development and set out a number of strategic and local policies to guide growth in the Borough and to determine planning applications.
- 1.25 The 2040 Local Plan will be born from a review of the current 2030 Local Plan adopted in July 2020. The review will consider whether the vision and objectives of the 2030 plan require updating and whether the spatial strategy directing where development will be focussed requires revisiting/amending. It will also review the policies for development needs, including housing, employment and retail based on up-to-date evidence and whether an adjustment is required to targets and whether additional land allocations will be required. The review will also consider whether any of the 2030 plan policies need updating; deleting if they are considered no longer relevant or whether any new policies should be added.
- 1.26 In the main, the 2040 Local Plan policies will be strategic in nature, setting the parameters for development needs across the Borough and which would need to be reflected in Neighbourhood Plans. However, it will also update or include new local policies for the Borough or specific topics. These local policies would sit alongside any made Neighbourhood Plan policies but be non-area specific, leaving Neighbourhood Plans to make their own area specific local policies.
- 1.27 It is important to set out at this stage what the 2040 Local Plan must do, what it can't do and what ideally it should do.

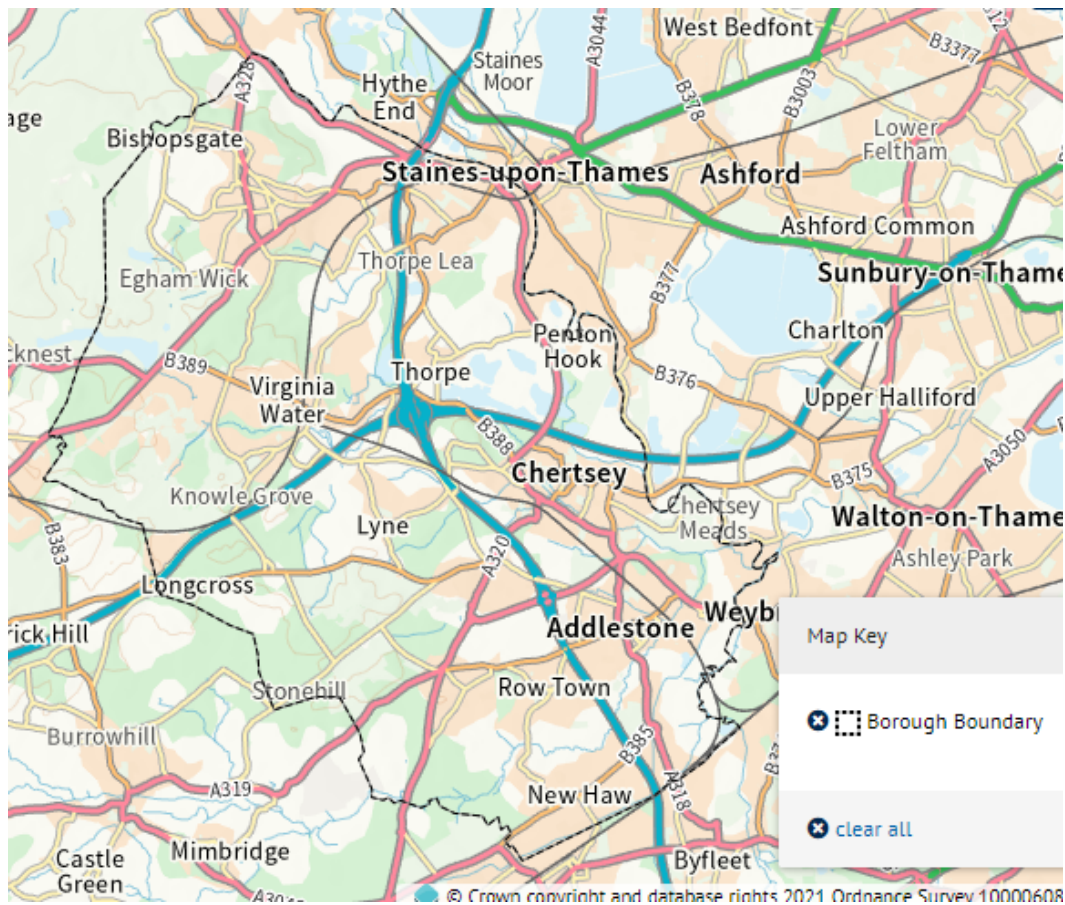
- 1.28 The 2040 Local Plan must set out a vision and objectives for the Borough as well as the strategic planning policies to guide development up to 2040. The policies themselves will be derived from the 2030 Local Plan but reviewed to ensure they reflect up to date evidence on development needs and the most recent National Planning Policy Framework (NPPF) on issues such as housing, employment and retail as well as the natural and historic environments. As such, the review must consider whether each policy in the 2030 Local Plan is up to date and/or requires adjustment, deletion or the addition of any new policies. If the review determines that additional development is required over and above that expressed within the 2030 Local Plan, the 2040 Local Plan must also consider allocating land to meet development needs.
- 1.29 The 2040 Local Plan must also contribute to the mitigation and adaptation of climate change. The review must also consider the social, economic and environmental effects of the plan and any significant issues that arise, including where mitigation may be required through this Sustainability Appraisal process and the impact of the Plan on the National Site Network through a Habitats Regulations Assessment.
- 1.30 The 2040 Local Plan should also ideally set out information regarding what will be expected on any allocated land, for example by setting out policies which include site capacity, infrastructure requirements, phasing etc. This will help to guide future planning applications.
- 1.31 The 2040 Local Plan cannot allocate land or guide development outside the geographic scope of the Local Plan area. It also cannot pursue policies for issues or problems which are beyond the scope of planning to deal with, such as financial matters, agricultural practices, animal welfare etc.
- 1.32 The area of Runnymede in its wider surrounds is shown in Figure 1 and the geographic scope of the 2040 Local Plan is shown in Figure 2.

**Figure 1: Runnymede in Wider Context**





**Figure 2: Geographic Scope of the Runnymede 2040 Local Plan**



### **SA/SEA and the 2040 Local Plan**

1.33 This SA/SEA Scoping Report forms the first stage of SA/SEA for the Runnymede 2040 Local Plan and deals with in turn each of the tasks identified in Table 1-2. This Scoping Report uses the Sustainability Appraisal (including SEA) Scoping Report prepared for the Runnymede 2030 Local Plan in 2014 as a starting point and updates and builds on the information in that report.

#### **Consultation**

~~1.34 This SA/SEA Scoping Report is open to consultation from X to X. Comments received on this SA/SEA Scoping Report will be considered and fed into future iterations of Sustainability Appraisal where appropriate. The next iteration of SA/SEA will be prepared alongside the 2040 Local Plan Issues & Options Document which is planned for consultation Autumn 2022.~~

## 2. Review of Relevant Plans, Policies & Programs

### Introduction

- 2.1 The scoping stage of SA/SEA involves establishing the context in which the 2040 Local Plan is being prepared. This requires the identification and review of other relevant plans or programmes, assessing the social, economic and environmental baseline and future trends in the absence of the 2040 Local Plan, identifying environmental problems and setting the Sustainability Framework. These aspects are set out within this section.
- 2.2 In reviewing plans and programmes the most relevant to the 2040 Local Plan have been reviewed for their sustainability/environmental objectives or key messages as updated from the 2014 Scoping Report. A summary of the key messages and objectives of relevant plans and programmes are set out in Table 2-1 with the full table set out in Appendix A. This has taken account of Schedule 2 of the SEA Regulations which require:
- An outline of the contents, main objectives of the plan or programme, and relationship with other relevant plans and programmes;
  - The environmental protection objectives, established at international, Community or national level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation.
- 2.3 The Government abolished Regional Strategies (in the south east of England this was the South East Plan) in 2012 but saved several policies from the Plan which are still in force. As such, relevant saved policies from the South East Plan still remain part of the statutory development plan and have therefore been taken into account in the list of plans and programmes.
- 2.4 Since the last Scoping Report was published in 2014 the UK has left the European Union (EU). A number of EU policies, plans and programmes (PPPs) were cited in the last Scoping Report which no longer apply to the UK, however a number of EU PPPs have been transposed into UK law or other policies and are still relevant. Where this is the case the UK PPP and its key messages/objectives will be cited where relevant but not the EU publication.

**Table 2-1: Relevant Plans and Programmes and Sustainability Objectives/Key Messages**

<b>Summary of other Plans, Policies &amp; Programmes Objectives and Key Messages</b>
<p><b>Summary of the Local Plan’s (LP) relationship to Biodiversity</b></p> <p>The review of the Local Plan should, as far as it is able to do so, retain, strengthen or include policies/actions to aid in the protection and enhancement of biodiversity by minimising risks to habitat condition, fragmentation and loss as a result of development. The Local Plan should seek to provide net gains in biodiversity, retain and enhance priority habitats, support biodiversity opportunity areas (BOAs), contribute to resilient ecological networks as well as supporting and aiding delivery of Nature Recovery Strategies. The Local Plan should also seek to protect, enhance and provide a coherent green/blue infrastructure network and connectivity. A Habitat Regulations Assessment (HRA) will need to be undertaken.</p> <p>The SA should include objectives that addresses protection and enhancement of biodiversity, habitats, green/blue infrastructure and consideration of ecosystem services and ecological networks as well as biodiversity net gains. The SA should carefully consider the location of potential allocations and consider other policy effects which could impact upon biodiversity and the green/blue infrastructure network.</p>
<p><b>Summary of the Local Plan’s (LP) relationship to Population &amp; Human Health</b></p> <p>The Local Plan review, as far as it is able to do so, should retain, strengthen and/or implement policies/actions to prioritise health &amp; well-being, through encouraging and/or creating opportunities for physical exercise for all abilities, creating healthier choices, provision of affordable housing and housing for different groups of the population and by providing a good quality built environment and well-designed communities which are safe and accessible by walking, cycling and public transport.</p> <p>The SA framework should include objectives addressing the need to protect human health and promote well-being. The potential effects of the Local Plan on health may include opportunities for access to better health care services, access to good quality affordable housing and housing for specific groups, opportunities for physical/mental well-being through exercise and/or informal/formal recreation opportunities, food production/consumption choices as well as safe and connected communities accessible by active travel such as walking/cycling.</p>
<p><b>Summary of the Local Plan’s (LP) relationship to Land &amp; Soil</b></p> <p>The Local Plan review, as far as it is able to do so, should retain, strengthen and/or implement policies/actions which prioritise the development of brownfield land, makes the best use of land, promotes mixed use development, protects the most valuable agricultural land and seeks opportunities for remediating/mitigating despoiled, degraded, derelict, contaminated and unstable land. The Local plan could also include policies/actions for healthy food production and protection/enhancement of green/blue infrastructure.</p> <p>The SA framework should include objectives addressing the protection of soil and land.</p>

**Summary of the Local Plan’s (LP) relationship to Water**

The Local Plan review, as far as it is able to do so, should retain, strengthen and/or implement policies/actions relating to sustainable use of water/water efficiency as well as protecting and aiding opportunities to improve water quality. The Local Plan should also seek to minimise the risks from and to development by avoiding inappropriate development in areas of flood risk as well as pursue sustainable drainage and minimise run-off. Protection and enhancement of blue infrastructure assets/connections should also be included including flood protection measures where possible.

The SA should include objectives that promote the protection and enhancement of the water environment & blue infrastructure including reducing flood risk from all sources, water quality and efficiency.

**Summary of the Local Plan’s (LP) relationship to Air & Noise**

The Local Plan review should, as far as it is able to do so, retain, strengthen and/or implement policies/actions to maintain and/or improve air quality through minimising travel demand, promoting active/sustainable forms of travel, delivery of EV charging points and/or other innovations in development. The Local Plan should seek opportunities to improve connectivity between places so that the number of journeys by car can be reduced to ease congestion, improve noise levels and improve local air quality. The location of development including any allocations should carefully consider issues of noise nuisance both to and from development.

The SA should include objectives relating to noise and air emissions.

**Summary of the Local Plan’s (LP) relationship to Climate**

The Local Plan review, as far as it is able to do so, should retain, strengthen and/or implement policies/actions aimed at mitigating and adapting to climate change impacts through promotion of energy efficiency, encouraging renewable/low carbon energy and reducing carbon emissions. Local Plan policies/actions should also encompass the location of development to maximise opportunities for active/sustainable travel and reduce the need to travel as well as consider the need to minimise the risks from and to development by avoiding inappropriate development in areas of flood risk as well as pursue sustainable drainage and minimise run-off.

The SA should include objectives assessing the need to mitigate and adapt to climate impacts including reducing carbon emissions from domestic/commercial development, water efficiency, minimising the need to travel, promoting active/sustainable travel, addressing flood risk and drainage, opportunities for renewable/low carbon energy as well as protection/enhancement of green/blue infrastructure.

**Summary of the Local Plan’s (LP) relationship to Material Assets**

The Local Plan review, as far as it is able to do so, should retain, strengthen and/or implement policies to prioritise the reduction in primary aggregates use in development and supporting infrastructure through the reuse/recycling of construction/demolition wastes. The Local Plan should also provide for affordable housing and housing for different groups of the population and the infrastructure to support development across the Borough.

The SA should include objectives assessing the need to promote the reuse/recycling of construction wastes as well as provision of affordable and other types of housing and infrastructure delivery.

#### **Summary of the Local Plan's (LP) relationship to Cultural Heritage**

The Local Plan review, as far as it is able to do so, should retain, strengthen and/or implement policies/actions to minimise the risks to the historic environment by proactively planning for its protection/enhancement and enjoyment. The Local Plan should also include policies/actions to protect/enhance cultural assets and opportunities to improve access to cultural facilities/services.

The SA framework should include objectives that relate to heritage and the protection/enhancement of cultural facilities and services and opportunities to improve access to these.

#### **Summary of the Local Plan's (LP) relationship to Landscape/Townscape**

The Local Plan review, as far as it is able to do so, should retain, strengthen and/or implement policies/actions to enhance the built environment and protect/enhance the Borough's landscapes through high quality design. The Local Plan should seek opportunities to create better connections between communities and access to services by active/sustainable travel and plan for the regeneration of areas/centres and the public realm. Policies/actions should also seek to protect/enhance and provide new opportunities for green/blue infrastructure assets and connections.

The SA should include objectives which assess the need to protect/enhance the Borough's townscapes and landscapes, opportunities for improving connectivity by active/sustainable travel and opportunities to protect/enhance/provide green/blue infrastructure.

#### **Summary of the Local Plan's (LP) relationship to Economy & Employment**

The Local Plan review, as far as it is able to do so, should retain, strengthen and/or implement policies/actions which promote economic growth and development including for specific sectors and SME's as appropriate. The Local Plan should seek to improve the quality and offer of the towns through regeneration and ensure delivery of jobs through employment development, protect the Borough's most important/strategic areas of employment and promote tourism. The Local Plan should also ensure development is supported by the infrastructure needed to support economic development.

The SA should include objectives which assess the impact (both positively and negatively) on economic activity, regeneration of the towns and tourism.

#### **Summary of the Local Plan's (LP) relationship to Transport**

The Local Plan review, as far as it is able to do so, should retain, strengthen and/or include policies/actions which reduce the need to travel by car, seek opportunities to improve access to and connectivity with services/facilities/employment by active/sustainable modes of travel and transport hubs. The Local Plan should also include policies/actions which seeks delivery of transport infrastructure, EV charging points and other innovative technologies where appropriate.

The SA should include objectives which assess reducing the need to travel by car, opportunities for improving access to and connectivity by active/sustainable travel to services/facilities/employment and opportunities for transport infrastructure and EV charging and maintaining/improving air quality and reducing carbon emissions.

**Summary of the Local Plan's (LP) relationship to Waste**

The Local Plan, as far as it is able to do so, should retain, strengthen and/or include policies which seek to reduce further the amount of waste generated and to increase the use of recycled or recovered materials in the maintenance or construction of urban developments and supporting infrastructure. The Local Plan should also include policies which seeks to ensure space within development for waste storage.

The SA should include objectives which assess the need to reduce resources and emphasise waste prevention/re-use/recycling in construction/demolition.

- 2.5 In order to be able to predict and monitor the effects of the 2040 Local Plan it is necessary to have an understanding of the current position or baseline position.
- 2.6 The baseline position has been set out in a series of thematic areas (including the receiving environments as contained within Annex I(f) of the SEA Directive and Social/Economic criteria). This is set out within the following sections which also includes the likely future conditions in the absence of the 2040 Local Plan.

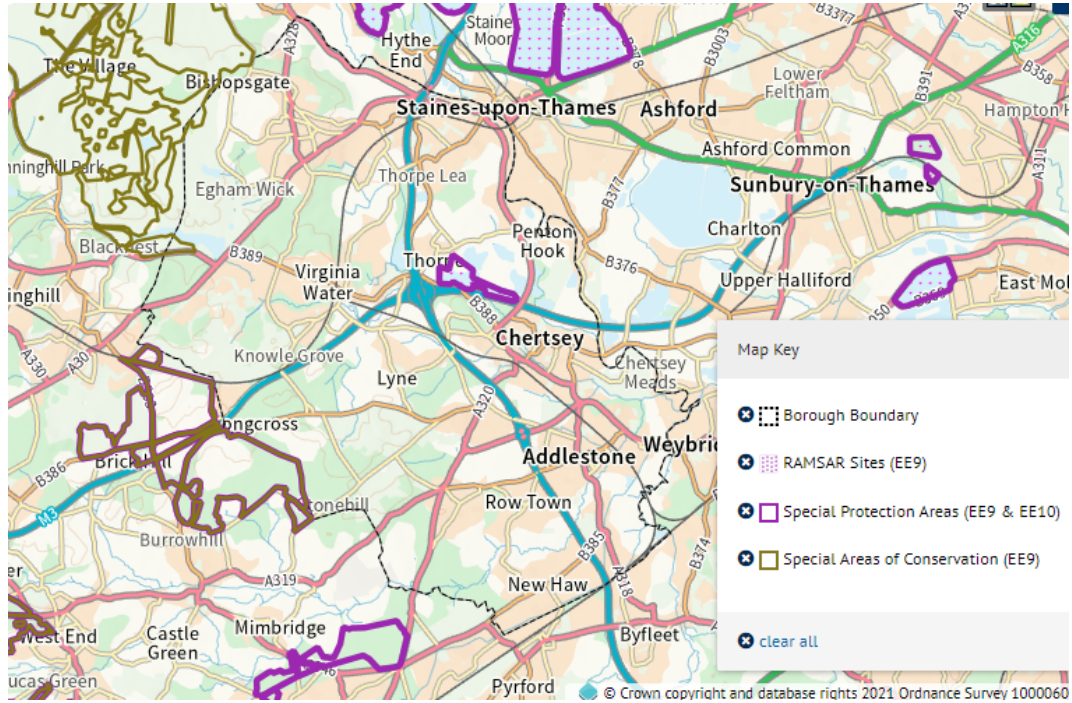
### 3. Baseline Information - Biodiversity (including Flora & Fauna) & Green/Blue Infrastructure

- 3.1 The Borough of Runnymede contains numerous sites designated for their nature conservation value at either a local, national or international level. At a national level the Borough contains five Sites of Special Scientific Interest (SSSI), some of which are also internationally designated as Ramsar, Special Protection Area (SPA) and/or Special Area of Conservation (SAC). At a local level the Borough contains Sites of Nature Conservation Importance (SNCI) and Local Nature Reserves. The full list of designated sites of nature conservation importance in the Borough and those that cross Borough boundaries can be found in Table B1 in Appendix B.
- 3.2 The Thorpe no 1 Gravel Pit is designated as a SSSI and is one of a number of SSSI units which forms the wider South West London Waterbodies SPA and Ramsar site. The South West London Waterbodies were designated as SPA/Ramsar for its importance as a site of resident and migratory populations of European important bird populations of Gadwall (*Anas strepera*) and Shoveler (*Anas clypeata*).
- 3.3 Windsor Forest & Great Park is designated as SSSI as well as a SAC, part of which lies within the Borough of Runnymede. The site was designated as a SAC as it is considered to support a significant presence of Atlantic acidophilous beech forests with *Ilex* and sometimes also *Taxus* in the shrublayer (*Quercion robur* or *Ilici-Fagenion*). As well as Old acidophilous oak woods with *Quercus robur* on sandy plains the site also hosts a small population of violet click beetles (*Limoniscus violaceus*).
- 3.4 The Thames Basin Heaths SPA (including the Thursley, Ash, Pirbright & Chobham SAC) has been designated for dry and wet heathland, mire, oak, birch, acid woodland, gorse scrub and acid grassland. In addition, it supports three breeding populations of lowland heathland bird species, Nightjar (*Caprimulgus europaeus*), Woodlark (*Lullula arborea*), and Dartford Warbler (*Sylvia undata*). Whilst not within the Borough of Runnymede one unit of the SPA and the SAC lies on the Borough boundary at Chobham Common.
- 3.5 Advice from Natural England is that development for net additional dwellings within 5km of the Thames Basin Heaths SPA is likely to lead to increased recreational pressure arising from increased population. This may also be the case for large developments of 50 or more units within 7km of the SPA. The increase in recreational pressure is likely to lead to significant effects on the SPA and as such development should not be permitted without any form of avoidance measures. Further, Natural England considers that there are no avoidance measures capable of accommodating net additional dwellings within 400m of the SPA due to urbanising impacts although other forms of development can be permitted.
- 3.6 In order to accommodate residential development within a 5km zone (7km for large developments) around the SPA (but outside 400m) Natural England working with local authorities affected by the SPA published The Thames Basin Heaths Delivery Framework. The Framework sets out the mechanism to avoid adverse impact to the SPA. This includes the provision of Suitable Alternative Natural Greenspace (SANG) to act as land for general recreation to divert people away from the SPA. Additionally to SANG, a Strategic Access Management & Monitoring (SAMM) project has been introduced which puts into place SPA wide monitoring and management.
- 3.7 Other SSSI within the Borough not forming part of either a Ramsar, SPA or SAC include part of the Basingstoke Canal, Langham Pond and Thorpe Hay Meadow. Figure 3-1 shows the location of Ramsar, SPA, & SAC & ~~SSSI~~ and Figure 3-2 the

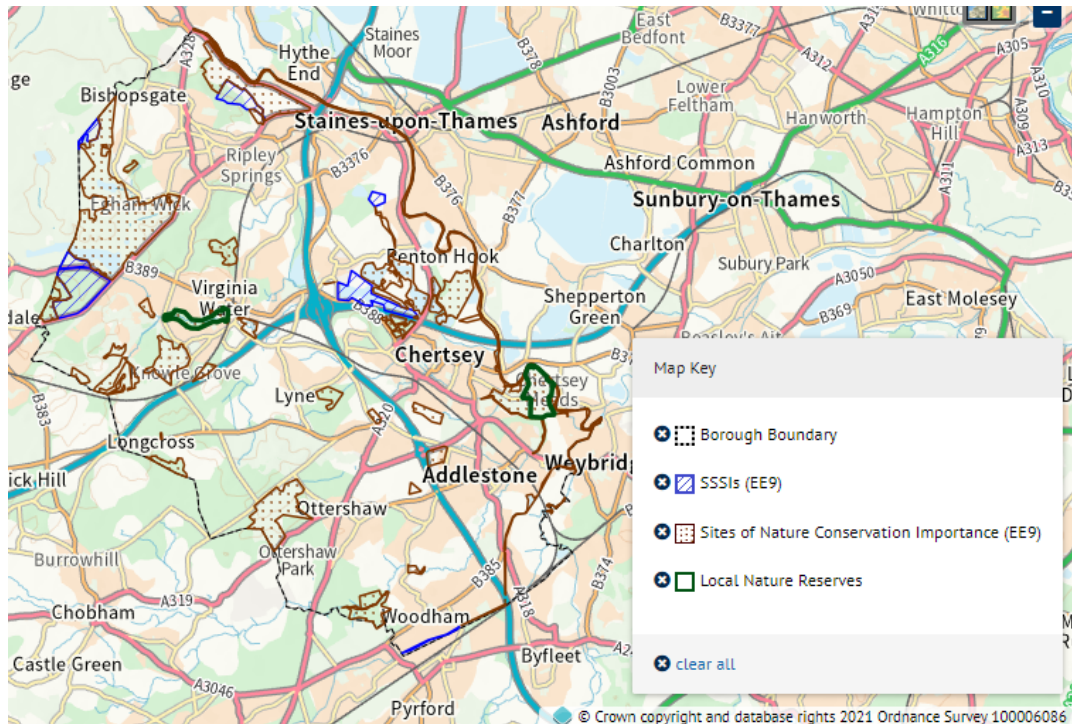


location of SSSI, SNCI & LNR sites within the Borough. Table 3-1 shows the current condition of Ramsar/SPA/SAC and SSSI units against their condition in 2012/14 and whether this meets PSA targets<sup>5</sup>.

**Figure 3-1: Location of Ramsar, SPA and SAC**



**Figure 3-2: Location of SSSI, SNCI and LNR Sites**



<sup>5</sup> PSA target is for 95% of SSSI unit to be in favourable or unfavourable recovering condition.

**Table 3-1: Condition Status of Ramsar, SPA, SAC and SSSI**

Indicator/Theme	Site	Status 2012/14 <sup>6</sup>	Status (current)	Trend	Comments
<b>South West London Waterbodies SPA &amp; Ramsar (828.14ha)</b>					
Condition status of SSSI  PSA target of 95% of SSSI unit to be in 'Favourable' or 'Unfavourable Recovering' status	Kempton Park Reservoirs SSSI	<i>Unfavourable Recovering 100%</i>	<i>Unfavourable Recovering 100%</i>	?	The last surveys for Kempton Park and Knight & Beesborough SSSIs were undertaken in 2012. As such current condition status is based on 2012 data, the same as presented in the SA Scoping Report 2014. Whilst the two SSSI meet the PSA target the trend is uncertain given time elapsed since last survey although Knight & Beesborough SSSI has been in a favourable condition since 1999. The site check notes from 2012 for Kempton Park Reservoirs also states that a project is underway to clear and treat Crassula which should improve conditions.  Although a small area of Staines Moor is now unfavourable declining the PSA target is still met and a higher percentage of the SSSI is now in a favourable condition rather than unfavourable recovering. As such the trend is improving.  The SSSIs at Wraysbury & Hythe End Gravel Pits and Wraysbury no.1 Gravel Pit have also moved from unfavourable recovering to favourable, an improving trend whilst Thorpe no.1 Gravel Pit located in Runnymede has remained favourable since 1999.
	Knight & Beesborough Reservoirs SSSI	<i>Favourable 100%</i>	<i>Favourable 100%</i>	?	
	Staines Moor SSSI	<i>Favourable 67% Unfavourable Recovering 33%</i>	<i>Favourable 96.16% Unfavourable Recovering 2.13% Unfavourable Declining 1.71%</i>	✓	
	Thorpe no.1 Gravel Pit SSSI	<i>Favourable 100%</i>	<i>Favourable 100%</i>	-	
	Wraysbury & Hythe End Gravel Pits SSSI	<i>Unfavourable Recovering 100%</i>	<i>Favourable 100%</i>	✓	
	Wraysbury no.1 Gravel Pit SSSI	<i>Unfavourable Recovering 100%</i>	<i>Favourable 100%</i>	✓	
	Wraysbury Reservoir SSSI	<i>Favourable 100%</i>	<i>Favourable 100%</i>	✓	

<sup>6</sup> Taken from Runnymede SA Scoping Report 2014 and/or Natural England

<b>Thames Bason Heaths SPA<sup>7</sup> including Thursley, Ash, Pirbright &amp; Chobham SAC (8,274.72ha)</b>					
Condition status of SSSI  PSA target of 95% of SSSI unit to be in 'Favourable' or 'Unfavourable Recovering' status	Broadmoor to Bagshot Woods & Heaths SSSI	<i>Favourable 65.61%</i> <i>Unfavourable</i> <i>Recovering 34.39%</i>	<i>Favourable 75.63%</i> <i>Unfavourable</i> <i>Recovering 23.83%</i> <i>Unfavourable No Change 0.55%</i>	✓	The Broadmoor to Bagshot Woods & Heaths and Colony Bog & Bagshot Heaths SSSIs show general improvement. Although a small percentage of one SSSI is unfavourable no change and the other unfavourable declining, a higher percentage of the sites are now in a favourable condition. Both sites meet the PSA target and the trend is improving.  Chobham Common has seen an improving condition with a higher percentage as favourable and unfavourable no change, no longer recorded. However, many of the site condition surveys were carried out prior to a heathland fire in 2020 and as such the trend is uncertain until the effects of the fire are surveyed.  Both the Horsell Common and Ockham & Wisley SSSIs meet the PSA target, with both SSSIs seeing improvement since 2014 with a higher proportion on both sites in a favourable condition. As such the trend is improving for both of these sites.
	Chobham Common SSSI	<i>Favourable 2.15%</i> <i>Unfavourable</i> <i>Recovering 92.29%</i> <i>Unfavourable No Change 5.56%</i>	<i>Favourable 43.05%</i> <i>Unfavourable</i> <i>Recovering 56.95%</i>	?	
	Colony Bog & Bagshot Heath SSSI	<i>Favourable 8.59%</i> <i>Unfavourable</i> <i>Recovering 90.74%</i> <i>Unfavourable Declining 0.67%</i>	<i>Favourable 94.94%</i> <i>Unfavourable</i> <i>Recovering 4.39%</i> <i>Unfavourable Declining 0.67%</i>	✓	
	Horsell Common SSSI	<i>Favourable 16.61%</i> <i>Unfavourable</i> <i>Recovering 60.89%</i> <i>Unfavourable No Change 22.5%</i>	<i>Favourable 21.53%</i> <i>Unfavourable</i> <i>Recovering 78.47%</i>	✓	
	Ockham & Wisley Commons SSSI	<i>Favourable 33.19%</i> <i>Unfavourable</i> <i>Recovering 66.81%</i>	<i>Favourable 54.01%</i> <i>Unfavourable</i> <i>Recovering 45.99%</i>	✓	
<b>Windsor Forest &amp; Great Park SAC (1,687.26ha)</b>					
Condition status of SSSI  PSA target of 95% of SSSI unit to be in 'Favourable' or 'Unfavourable Recovering' status	Windsor Forest & Great Park SSSI	<i>Favourable 46.45%</i> <i>Unfavourable</i> <i>Recovering 53.55%</i>	<i>Favourable 100%</i>	✓	The SSSI meets the PSA target and has seen an improvement where 100% of the SSSI is now in a favourable condition. The trend is therefore improvement including units 10 & 11 in Runnymede which had been unfavourable recovering or unfavourable no change since 2001.

<sup>7</sup> SSSI sites within 7km of Runnymede

<b>Basingstoke Canal SSSI (23ha)</b>					
Condition status of SSSI	Basingstoke Canal SSSI	<i>Favourable 16.63%</i> <i>Unfavourable</i> <i>Recovering 10.40%</i> <i>Unfavourable No Change 45.39%</i> <i>Unfavourable</i> <i>Declining 27.58%</i>	<i>Favourable 16.63%</i> <i>Unfavourable</i> <i>Recovering 10.40%</i> <i>Unfavourable No Change 45.39%</i> <i>Unfavourable</i> <i>Declining 27.58%</i>	-	The SSSI does not meet the PSA target. Only 2 units have been surveyed since 2014, units 7 & 10, however their condition status has not changed between surveys. Unit 2 in Runnymede is in an unfavourable no change condition.
PSA target of 95% of SSSI unit to be in 'Favourable' or 'Unfavourable Recovering' status					
<b>Langham Pond SSSI (25.9ha)</b>					
Condition status of SSSI	Langham Pond SSSI	<i>Favourable 63.21%</i> <i>Unfavourable</i> <i>Recovering 36.79%</i>	<i>Favourable 100%</i>	✓	Site meets PSA target and has now improved to 100% favourable. As such the trend is improving.
PSA target of 95% of SSSI unit to be in 'Favourable' or 'Unfavourable Recovering' status					
<b>Thorpe Hay Meadow (6.62ha)</b>					
Condition status of SSSI	Thorpe Hay Meadow SSSI	<i>Favourable 100%</i>	<i>Favourable 100%</i>	-	Site meets the PSA target and continues to be 100% favourable and therefore there is no change.
PSA target of 95% of SSSI unit to be in 'Favourable' or 'Unfavourable Recovering' status					

## Other Habitats and Species in Runnymede

- 3.8 There are 38 SNCI in the Borough designated at a local level. The last surveys/reviews of SNCI were undertaken in 2003 and the Council does not hold data for the condition status of these sites. Therefore, given the length of time since last survey/review and absence of information there is uncertainty as to whether the trend in condition status of SNCI sites are improving or deteriorating.
- 3.9 Whilst designated sites are important, other habitats and species which are not designated are also valued such as priority habitats, ancient woodland, ~~and~~ biodiversity opportunity areas **and green corridors**. The Borough contains approximately 201 hectares of ancient semi natural woodland and approximately 111 hectares of replanted woodland or ancient woodland. Surrey is the most wooded county in Great Britain with 22% of woodland, compared to a UK average of 12.6% and England average or 10.5%<sup>8</sup>.
- 3.10 Priority habitat in Runnymede includes:
- Deciduous woodland, wood pasture & parklands - located across the Borough;
- Good quality semi-improved grassland - located at Runnymede Meadows;
- Lowland meadows – located at Chertsey Meads, Thorpe Hay Meadow, Runnymede Meadows;
- Traditional orchard – located at
- Addlestone – St Augustines Care Home, Otterhill Nursery, Three Gates & Southern Wood, Row Town;
  - Chertsey – Abbey Chase, Chertsey Meads, Weir Manor Bridge Road and Sandgates;
  - Egham - The Runnymede Hotel;
  - Englefield Green - The Orchard, Round Oak, Dell Park Farm, Park Place Estate, Priest Hill House and Tranquility Keep in Englefield Green,
  - Lyne - Fan Court Farm;
  - Ottershaw - The Wey Farm;
  - Virginia Water - St Ann's Park
  - Woodham – The Chase
- 3.11 The State of Surrey's Nature report<sup>9</sup> identifies that Surrey's woodlands have increased since the end of the 19<sup>th</sup> century, however, declines in quality due to woodland management change and neglect are evident. Historic features such as parklands tend to be relatively secure however. The report identifies new drivers encouraging a

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<sup>8</sup> Davies, R, Benstead-Hume, V., Grose, M., Sansum, P., McKernan, P., & Westaway, S. & (2012). A revision of the Ancient Woodland Inventory for Surrey. Available at: <https://www.runnymede.gov.uk/downloads/file/1007/aw-inventory-surrey>

<sup>9</sup> State of Nature (2017) Surrey Nature Partnership. Available at: <https://surreynaturepartnership.org.uk/our-work/>

renaissance in woodland management including markets for home grown timber including use as fuel for sustainable energy.

3.12 The Surrey Nature Partnership has also identified Biodiversity Opportunity Areas (BOAs) in Surrey<sup>10</sup>. Runnymede is identified as being within the Thames Valley and Thames Basin Heaths BOAs.

3.13 The Thames Valley BOA identifies habitats of principle importance as wood pasture & parkland, meadows, heathland, acid grassland, mixed deciduous woodland, wet woodland, hedgerows, fen, ponds, standing open water, floodplain grazing marsh and reedbeds. Priority species for recovery include Oak Polypore, Tooth Fungi, Greater Water-Parsnip, Marsh Stitchwort, Lesser Spotted Woodpecker, Skylark, Lapwing, Water Vole and Hedgehog.

3.14 The Thames Basin Heaths BOA identifies habitats of principle importance as heathland, acid grassland, mixed deciduous woodland, wet woodland, standing open water and fen. Priority species for recovery includes Deptford Pink, Marsh Clubmoss, Three-Lobed Crowfoot, Window Winged Sedge, Shoulder-Striped Clover Moth, Blue Pepper-Pot Beetle, Nightjar, Woodlark, Smooth Snake and Sand Lizard.

3.15 The majority of these species are currently identified as rare or very rare with some species declining and water vole identified as extinct in Surrey, although Nightjar is identified as increasing and Woodlark recovering<sup>9</sup>. Table B2 in Appendix B sets out the status of species found in the Thames Valley and Thames Basin Heaths BOAs within Runnymede. Other Important species in Runnymede include Curlew, Redshank, Tree Sparrow, and Turtle Dove.

3.16 Green and blue corridors play an important role in the movement of wildlife by allowing the migration of species between habitats which in turn supports species resilience. The Borough contains approximately 111ha of identified green/blue corridors which includes the Basingstoke Canal, Wey Navigation, River Thames, Chertsey Bourne and Riverside Walk in Virginia Water. The majority of identified green/blue corridors in Runnymede are also protected by other national/local designations such as SSSI or SNCI. However, there will also be a number of unidentified corridors which play a role in species/habitat connectivity for example, hedgerows and water courses.

3.153.17 Taken together, the numerous types of designated sites, habitats and green/blue infrastructure network play a key role in delivering ecosystem services such as food production, materials, flood defence as well as benefitting health and well-being. The green/blue infrastructure network also plays an important role in carbon capture and urban cooling as mitigation for climate change impacts.

### **Future Baseline**

3.163.18 Future conditions in the absence of the plan are likely to be positive as management regimes continue to be implemented which should maintain favourable status meeting PSA targets for SSSI units. Part of the damage caused at Staines Moor was due to illegal use by third parties driving vehicles and if this has ceased since last survey in 2017 then there may have been improvements in the condition of the SSSI unit and moving into the future. The fire at Chobham Common may see a deterioration in condition status in the short term, but the heathland should regenerate over time subject to other external pressures such as recreation/urbanisation/air quality.

3.173.19 The area of sites covered by international, national and local designations is not expected to change significantly in the future given protection under UK legislation

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<sup>10</sup> Biodiversity Opportunity Areas available to view at <https://surreynaturepartnership.org.uk/our-work/>

and existing Local Plan Policies. National policy objectives to achieve sustainable water abstraction, improve water quality and existing Local Plan policies to deliver SuDS and drainage strategies should also aid protecting wetland habitats and maintain their favourable status.

[3.183.20](#) The condition status of the Basingstoke Canal does not meet PSA targets although last survey date for unit 2 was in 2009. Reasons for its unfavourable condition are due to extent of habitat, lack of plant diversity and poor water quality. Given the time elapsed since last survey it is uncertain whether there have been any improvements over time. The latest information on water quality from Defra<sup>11</sup> in 2021 shows the ecological status of the canal as moderate, with chemical quality now a fail with presence of Polybrominated diphenyl ethers (PBDE)<sup>12</sup> a fail. The reasons for waters not meeting good status are due to physical modifications through recreation. As such, the reasons for chemical and overall status are largely beyond the scope of the Local Plan to address.

[3.193.21](#) The Basingstoke Canal Authority have also prepared a Conservation Management Plan 2018-2028<sup>13</sup> to address the unfavourable status of the SSSI. The Plan contains targets for water level management, water quality, tree management, dredging and vegetation control. In the absence of the plan, the condition status of the canal remains uncertain, although as set out above national objectives for the water environment and more widespread use of SuDS in development as well as the targets set out in the Canal Management Plan should aid in improving or maintaining water quality and ecological status over time.

[3.203.22](#) Further positive trends for biodiversity may be seen with the introduction of the Environment Act and the statutory requirement to achieve 10% biodiversity net gain on most development sites. This should aid in improving biodiversity across the Borough, where on-site or off-site gains can be delivered. Off-site gains could be used to aid in achieving Biodiversity Opportunity Area (BOA) objectives for habitats and species recovery, although this could be dependent on Nature Recovery Strategies or other priorities. Even in the absence of the plan, the Council has the ability to secure net gain through use of planning conditions or securing financial contributions through CIL or S106. BOA projects for the Thames Valley BOA include the River Thames Flood alleviation scheme and for the Thames Basin Heaths BOA, implementation of SANG at Longcross, significant potential for heathland and acid grassland creation and priority habitat restoration at Queenwood Golf Course/Stanners Hill.

[3.213.23](#) Whilst the future baseline is generally considered to be positive, in the absence of the plan, the impact of climate change adds some uncertainty. In the South East of England plant and animal species will have to adapt to hotter, drier summers and warmer wetter winters. Changes in temperature and rainfall patterns may be beneficial to some species but adverse for others and lead to changes in distribution patterns or even extinctions. It is therefore important that policies which protect and enhance biodiversity and which aim to aid climate change mitigation and adaptation are retained and/or strengthened. This could include going beyond the standard 10% BNG set out in the Environment Act, referencing Local Nature Recovery strategies and/or BOA projects for delivery as well as protection/enhancement of priority habitat and strengthening the green/blue infrastructure network.

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<sup>11</sup> Available at: <https://environment.data.gov.uk/catchment-planning/WaterBody/GB70610019?cycle=2>

<sup>12</sup> PBDE are man-made compounds which have been used as flame retardants in a wide range of products including electrical and electronic equipment, textiles and foams.

<sup>13</sup> Basingstoke Canal Conservation Management Plan 2018-2028 (2018) Basingstoke Canal Authority. Available at: <https://www.hants.gov.uk/thingstodo/countryparks/basingstokecanal/canalauthority>

[3.223.24](#) Whilst the SSSI units for the Thames Basin Heaths SPA including the Thursley, Ash, Pirbright & Chobham SAC show an improving trend, the issue of an increasing population is likely to continue to place pressure on these sites. Therefore, the need to protect internationally designated sites and the securing of mitigation measures is an issue likely to continue into the future in the absence of the plan. The Local Plan will therefore need to ensure that sufficient and appropriate mitigation measures are planned for and brought forward to address this.

[3.233.25](#) Based on the above, Table 3-2 sets out issues/problems, how the Local Plan can address these, if at all, and the relationship to the objectives of other relevant plans, policies and programmes. The impacts to internationally designated sites (SPA, SAC & Ramsar) resulting from the 2040 Local Plan will also need to be considered through a Habitats Regulations Assessment (HRA). This will be set out within a separate document.

**Table 3-2: Issues/Problems for Biodiversity & Green/Blue Infrastructure**

Issue/Problem	Source	How Local Pan can Address Issue	Relationship to Other PPPs
Climate change impacts could place pressure on habitat and species protection/recovery.	Other PPPs  Baseline Information	The 2040 Local Plan should seek to include, retain and/or strengthen existing climate change mitigation & adaptation measures	NPPF - Plans should take a proactive approach to mitigating and adapting to climate change, taking into account the long-term implications for...biodiversity...
Protection & enhancement of designated sites and green & blue infrastructure network.	Other PPPs  Baseline information	The 2040 Local plan will need to include, retain and/or strengthen policies for the protection, enhancement of designated sites (international, national & local), priority habitats and the green & blue infrastructure network.	A Green Future - Environmental protections enshrined in national planning policy will be maintained and strengthened.  Biodiversity 2020 - support healthy well-functioning ecosystems and establish coherent ecological networks.  NPPF - distinguish between the hierarchy of international, national and locally designated sites...take a strategic approach to maintaining and enhancing networks of habitats and green infrastructure
Securing Biodiversity Net Gain (BNG) through on or off site enhancements	Other PPPs	The 2040 Local Plan should seek to secure at least 10% BNG. Policies could link or reference BNG and/or blue/green projects to align with other strategies/priorities and focus funding/delivery.	A Green Future - Making sure that existing requirements for net gain for biodiversity in national planning policy are strengthened.



			<p>NPPF - identify and pursue opportunities for securing measurable net gains for biodiversity.</p> <p>Environment Act requires 10% BNG from 2023.</p> <p>Surrey 2050 Place Ambition - pursuing opportunities for improving biodiversity alongside new development.</p>
<p>Increased recreational pressure on Thames Basin Heaths SPA/Thursley, Ash, Pirbright &amp; Chobham SAC leading to deterioration and/or fragmentation of habitat including SSSI units.</p>	<p>Baseline Information</p>	<p>No net additional dwellings should be permitted within 400m of the SPA/SAC and net residential within 400m-5km and in some circumstances between 5km-7km will require mitigation to address recreational impacts. The 2040 Local Plan will need to retain/strengthen policies for protection of the SPA/SAC and delivery of SANG/SAMM. The Local Plan should also identify the delivery of sufficient SANG in the short/medium term and to the end of the plan period where possible.</p>	<p>Thames Basin Heaths Delivery Framework – restricts development within 400m of SPA and gives solution for mitigation within 400m-7km through SANG and identifies SAMM project.</p> <p>Surrey 2050 Place Ambition - Providing SANG to mitigate the impacts of new housing development on the SPAs which also delivers new accessible and good quality green infrastructure.</p>
<p>Basingstoke Canal SSSI not meeting PSA targets</p>	<p>Baseline Information</p>	<p>Improving the condition status of the SSSI is largely outside the scope of the Local Plan. However including, retaining and/or strengthening policies for water efficiency, SuDS and drainage strategies should aid condition status.</p>	<p>A Green Future - Restoring 75% of our one million hectares of terrestrial and freshwater protected sites to favourable condition, securing their wildlife value for the long term.</p>

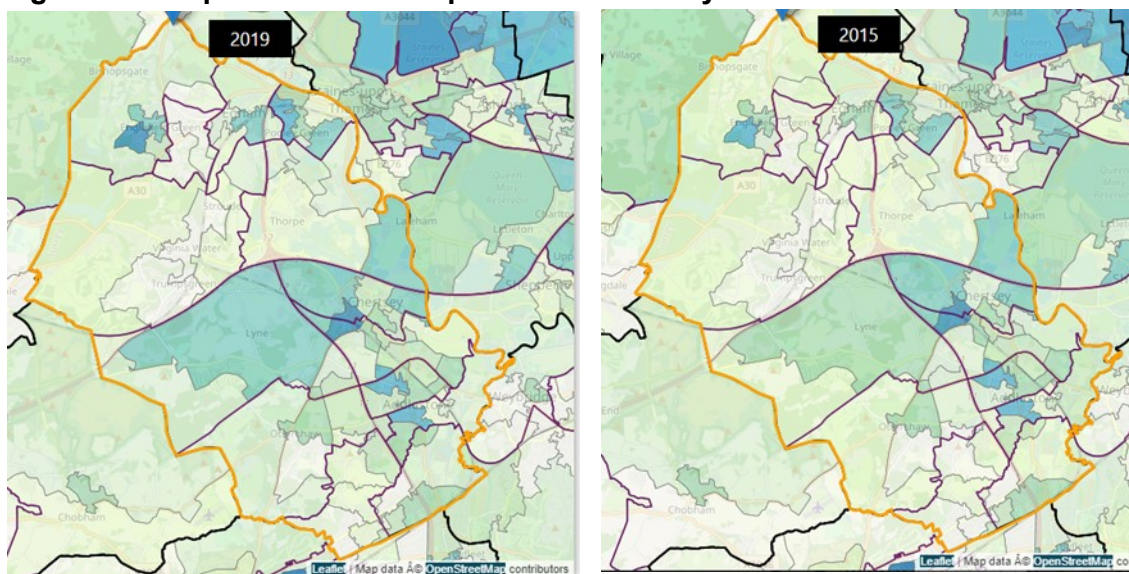
## 4. Baseline Information - Population & Human Health

- 4.1 The baseline population of the Borough as at 2021<sup>14</sup> currently stands at ~~around 88,10090,449~~ ~~people split as 49% males and 51% females. This is an increase of 7,5909,939 people from the 2011 census data (+9.410%). Whilst not yet published in the 2021 census data, the 2011 data showed the split of people as 49% males and 51% females, with~~ ~~the ethnic mix of residents is~~ predominantly white at 89% with the Black and Minority Ethnic (BME) groups at 11%, the largest group of which is Asian or British Asian at 3%. This is a higher BME population than Surrey by 1.4% but lower than England at 14%<sup>15</sup>.
- 4.2 ~~Census 2021 data shows the age breakdown of the population in cohorts of 'under 15 years', '15-64 years' and 65+ 'years'. The 15-64 age range roughly corresponds to working age population. The majority of the Runnymede population fall into this cohort at 66.3%, a slight decline from the 2011 census at 67.1%. The majority of the population are aged between 25 and 64 (51%) which is the same as the 2011 census indicating that the working age population is relatively stable. The percentage of the 2021 population under 15 years of age is 16.3% a slight increase on 2011 census data which showed this age range at 16.2%. The percentage of the population aged 65+ is 17.1% an increase on 2011 which showed this age range at 16.7%. Runnymede has a higher percentage of people aged under 30 (40%) than Surrey (35%) which is an increase of 3% since the 2011 Census. The population of those aged 65 and over is 17% which is slightly lower than Surrey at 19%. The population of those aged 85+ is 3% the same as Surrey and an increase of 0.5% from the 2011 Census.~~
- 4.3 The Borough's ~~has a~~ population density ~~in 2011 was~~ 10.3 people per hectare compared to 6.3 in Surrey and 4.1 in England. ~~Population density in Runnymede has increased and as at 2021 is now 11.3 people per hectare, compared to 7.2 for Surrey and 4.3 in England.~~
- 4.4 The indices of deprivation show how deprived neighbourhoods are with a ranking of 1 being the most deprived. In 2019 Runnymede ranked 256 out of 317 local authority areas which is a worsening situation since 2015 where Runnymede was ranked 272 out of 317 authorities. Although Runnymede shows low levels of deprivation overall in comparison with the rest of England there are pockets of relative deprivation. The Pooley Green area of Egham, Pycroft Road area of Chertsey and Green Road and Addlestone Park area of Addlestone are amongst the 40% most deprived areas of England with the Ashwood Road/Beechtree Avenue in Englefield Green within the most 30% deprived areas of England. Maps of Runnymede showing Indices of Deprivation in 2019 and 2015 are shown in Figure 4-1. Blue areas denote higher deprivation levels relative to other areas.

<sup>14</sup> ~~Census 2021. Available at: <https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/bulletins/populationandhouseholdestimatesenglandandwales/census2021> Surrey population estimates. Available at: <https://www.surreyi.gov.uk/dataset/em0ym/population-estimates>~~

<sup>15</sup> Census 2011

**Figure 4-1: Map of Indices of Deprivation for Runnymede<sup>16</sup>**



- 4.5 The indices are made up of a number of deprivation typologies and Runnymede scores well for income (272), employment (293), health & disability (263) and education (240), it does not score so well against crime (154), living environment (136) and barriers to housing & services (40).
- 4.6 Local health profiles for Runnymede show that average life expectancy from birth for males is 80.8 years and females 84.4 years, which is higher than the south east (80.6 years) and England (79.4 years) for males and south east (84.1) and England (83.1) for females. The health profiles also show that mortality for under 75s from all causes is lower than the south east and England. However, whilst lower than England, mortality in under 75s from cancer is higher than the south east.
- 4.7 At the last Census (2011), 3.7% of residents reported their health as poor or very poor with 13.9% reporting a long term illness or disability. In 2013 22.6% of adults in Runnymede report they take part in sport and active recreation for the equivalent of 30 minutes three times a week. This increased to 26% in 2016<sup>17</sup> and is slightly higher than the England average at 23.5%.
- 4.8 In 2012/13, 19% of children aged 4-5 and 30% of those aged 10-11 were reported as overweight or obese<sup>16</sup> in Runnymede. This is slightly lower than the England average of 22% and 33% respectively. However, the trend over time has improved only slightly to 17% of children aged 4-5 and 28% of 10-11 year olds in 2018/19, although this is still lower than England at 22.5% and 34% in 2018/19 respectively. The number of fast food outlets in Runnymede is around 70.6 per 100,000 population. This is higher than the Surrey average at 64.6% and neighbouring areas such as Spelthorne (60.7) and Elmbridge (63.9), but lower than neighbouring authority areas such as Woking (86.8), Surrey Heath (78.9) and Royal Borough of Windsor & Maidenhead (73.5).
- 4.9 The conception rate for under 18's in Runnymede has steadily declined in Runnymede from a peak of 35 out every 1,000 15-17 year old females in 2010 to 6.6 per 1,000 15-

<sup>16</sup> Available at: <https://www.gov.uk/guidance/english-indices-of-deprivation-2019-mapping-resources#indices-of-deprivation-2019-local-authority-dashboard>

<sup>17</sup> Data derived from <https://lginform.local.gov.uk/reports/view/lga-research/lga-research-report-health-and-wellbeing-in-your-area?mod-area=E07000212>

17 year old females in 2019<sup>16</sup>. This is lower than the England average at 15.7 per 1,000 15-17 year old females in 2019.

- 4.10 In terms of housing, as at 1<sup>st</sup> August 2021 there were 1,154 households on the housing register. The availability of affordable housing to meet local needs is a key issue in Runnymede, an area which demonstrates high house prices which as at December 2021 averaged £459,229<sup>18</sup> and increase of over £30,000 from December 2020.
- 4.11 One indicator of affordability is the comparison of property price to earnings ratio (affordability ratio). In 2012 the affordability ratio was 7.3 which has steadily increased to 9.9 in 2020<sup>19</sup>, a worsening trend of affordability. In fact, the average price for first time buyers in Runnymede has risen from £336,831 in December 2020 to £360,595 in December 2021<sup>19</sup>.
- 4.12 In 2018/19 there were a total of 12,476 crimes were recorded, most notably 31 cases of robbery, 316 cases of domestic burglary, 594 cases of violence with injury and 786 of criminal damage. In 2020/21 a total of 13,038 crimes were reported, an increase of around 5% from 2018/19. Whilst the incidences of robbery increased to 44 cases, domestic burglary decreased to 279, violence with injury fell to 539 and criminal damage fell to 773.
- 4.13 Table 4-1 sets out the summary of population and health trends over time for Runnymede against comparator areas of either Surrey, the South East or England.

**Table 4-1: Summary of Population & Health Trends**

Theme	Previous Status	Current Status	Trend
Total Population	80,510	<del>88,100</del> 90,449	↑ 9.410%
Population >1530	<del>16.2%</del> 37%	16.340%	↑ 0.63%
Population 215-64	<del>67.154%</del>	66.354%	↓ 1% =
Population 855+	<del>16.725%</del>	17.13%	↑ 20.5%
Indices of Deprivation	272 out of 317	256 out of 317	↓ 16
Life Expectancy		80.8 (M) 84.4 (F)	N/A
Adult Activity	22.6%	26%	↑ 3.4%
Childhood Obesity	19% 4-5 year olds 30% 10-11 year olds	17% 4-5 year olds 28% 10-11 year olds	↓ 2% ↓ 2%
Under 18 Conception Rate	35 per 1,000 15-17 year olds	6.6 per 1,000 15-17 year olds	↓ 28.4
Affordability Ratio	7.3	9.9	↑ 2.6
Recorded Crime	12,476	13,038	↑ 562

### Future Baseline

<sup>18</sup> Sourced from <https://landregistry.data.gov.uk/>

<sup>19</sup> Sourced from <https://www.ons.gov.uk/peoplepopulationandcommunity/housing/bulletins/housingaffordabilityinenglandandwales/2020>

- 4.14 Current trends show increasing levels of deprivation, with IMD rank falling from 272 in 2015 to 256 in 2019 out of a total of 317. However, this has to be considered in the context that the 2019 score still indicates an overall low level of deprivation (a score of 1 indicates the highest level of deprivation). It is considered that Runnymede will remain an area of low deprivation but with small pockets remaining in some places. Further, the worsening of the affordability ratio and deprivation score for barriers to housing and services is likely to continue as house price inflation continues into the longer term. This indicates that the Local Plan will need to address worsening housing affordability.
- 4.15 The population of Runnymede is growing and the 2011 census showed a population of 80,500 which has increased to ~~around 88,100~~90,500 in 2021<sup>19</sup>. The 2018 Strategic Housing Market Assessment (SHMA)<sup>20</sup> shows an estimated population of 98,727 by 2030 and therefore even in the absence of the plan the population is likely to continue to grow into the future. A growing population is likely to require additional housing and infrastructure and place pressure on existing services and facilities.
- 4.16 The population profile remained relatively static with a slight decrease in the 15-64 year age range no change in those aged 25-64, and slight increase in those aged under 15 and 65+. ~~however there was a trend toward a higher proportion of under 30's and slight increase in those of 85+.~~ The general upward trend in life expectancy (aside from the effects of the Covid-19 pandemic) is likely to see an ageing population which may require bespoke services and housing needs. This is reflected in the slight increase in the 65+ population. With an ageing population, new employment opportunities would likely need to be filled by people from outside of the Borough leading to increased in-commuting and associated issues with congestion and transport infrastructure. However, this may be offset by ~~the higher proportion of those aged under 30, along with~~ the rise in pensionable age, but ~~these~~ these impacts may be over the short-medium rather than longer term.
- 4.17 The health of the population is likely to remain better than the UK average and trends show that there was an increase in the adult population who undertake sport or active recreation for 30mins, 3 times a week. The level of childhood obesity also fell slightly against the national trend where childhood obesity has risen slightly.
- 4.18 Whilst there was an increase in recorded crime, incidences of robbery, violence with injury and criminal damage fell.
- 4.19 In terms of housing the Runnymede Annual Monitoring Report 2020/21<sup>21</sup> shows that the mix of market housing delivered since the start of the 2030 Local Plan period is 19% as 3 & 4 bed units, which is below an expectation of 65% of all units to be 3 & 4 beds. For affordable housing, 100% of units were delivered as 1 or 2 bed units where policy expectations are for 65% 1 & 2 beds and 30% for 3 bed units. As such, there appears to be an under delivery of larger market and affordable units.
- 4.18.20 The trend towards delivery of smaller housing units is uncertain as some units will have gained planning permission prior to adoption of the plan or come through permitted development and not subject to housing mix policies. Longer term trends may show a higher delivery of larger units when housing mix policies have had time to bed in, although at this moment in time this is uncertain. As such, the 2040 Plan will need to ensure that housing mix policies are included/retained and reflect up to date evidence of housing needs.

<sup>20</sup> Runnymede & Spelthorne SHMA Partial Update (GL Hearn) 2018. Available at:

<sup>21</sup> Annual Monitoring Report 2020/21. Available at:

<https://www.runnymede.gov.uk/downloads/download/87/monitoring-progress-of-local-plan-policies>

4.194.21 Based on the above, Table 4-2 sets out issues/problems, how the Local Plan can address these, if at all, and the relationship to the objectives of other relevant plans, policies and programmes.

**Table 4-2: Issues/Problems for Population, Health & Well-being**

Issue/Problem	Source	How Local Pan can Address Issue	Relationship to Other PPPs
Increased life expectancy increases pressure on health/housing services	Baseline Information	The Local Plan will need to consider the type/mix of housing required including for specialist needs.	<p>Surrey Joint Needs Assessment - Influence the type of housing supply (both public and private) to ensure it meets identified needs and current gaps in provision.</p> <p>Accommodation with Care &amp; Support Strategy – focus on enabling independence and maximising individual choice and control.</p> <p>PPG Housing Needs of Different Groups Para 001 - Plan-making authorities should assess the need for housing of different groups and reflect this in planning policies.</p>
Increase in population requiring additional housing and infrastructure/services	Baseline Information	The Local Plan will need to plan for sufficient housing to meet identified needs and the infrastructure to support this.	<p>NPPF Para 20 - Strategic policies should set out an overall strategy for the pattern, scale and design quality of places, and make sufficient provision for: housing (including affordable housing).</p> <p>Planning Policy for Traveller Sites para 9 - Local planning authorities should set pitch targets for gypsies and travellers and plot targets for travelling showpeople</p>
Affordability ratio worsening	Baseline information	The Local Plan will need to ensure delivery of a mix of affordable housing	NPPF Para 20 - Strategic policies should make sufficient provision for: housing (including affordable housing)

			<p>Surrey Joint Strategic Needs Assessment - Identify all available opportunities to increase affordable housing supply.</p> <p>Runnymede Housing Strategy Statement - Ensure good quality affordable housing is available to local people in both the social and private sector; Increase the provision of affordable housing including low cost home ownership.</p>
<u>Housing development continues to over deliver smaller units</u>	<u>Baseline information</u>	<u>The Local Plan should include/retain policies for housing mix based on evidence of needs.</u>	<u>NPPF Para 62 - the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies.</u>
Deprivation scores in some areas of the borough within the worst 30-40% nationally	Baseline information	The Local Plan should aim to ensure opportunities to access infrastructure and other services are delivered and support delivery plans/projects for improving services/facilities.	<p>NPPF Para 93 - take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community.</p> <p>Community Vision for Surrey 2030 - everyone has a great start to life, people live healthy and fulfilling lives, are enabled to achieve their full potential and contribute to their community, and no one is left behind.</p>
Maintaining/improving adult activity rates and childhood obesity.	Baseline Information	The Local Plan should aim to improve opportunities for enabling active lifestyles and healthier choices.	<p>Build Back Better - increasing the focus on prevention.</p> <p>Our Green Future - Help people improve their health and wellbeing by using green spaces including through mental health services.</p> <p>NPPF Para 98 - Access to a network of high quality open spaces</p>

			<p>and opportunities for sport and physical activity is important for the health and well-being of communities</p> <p>PPG Healthy &amp; Safe Communities Para 004 - supporting opportunities for communities to access a wide range of healthier food production and consumption choices.</p> <p>Surrey Health &amp; Wellbeing Strategy - focus on prevention, and creating healthy and proactive people who take ownership of their health. People have a healthy weight and are active</p>
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## 5. Baseline Information – Land & Soil

- 5.1 The surface geology in the south and west of Runnymede is formed from Bracklesham & Barton bedrock and to the north with Thames Group. Superficial deposits include River Terrace and Alluvium made up from sand, clay and gravel<sup>22</sup>. This has given rise to extensive mineral extractions which have been subject to restoration.
- 5.2 The agricultural land classification identifies the best and most versatile (BMV) agricultural land as classes 1, 2 or 3a. Agricultural land in Runnymede is predominantly grades 4 or 5 with a limited amount of Grades 1-3a. According to the structure of agricultural industry in England statistics<sup>23</sup>, there were 28 agricultural holdings in Runnymede in 2016 comprising 772ha of land. Most farm types found in Runnymede are classified as other (as per Defra agricultural census 2003).
- 5.3 The percentage of land within the Green Belt in Runnymede is 74%.
- 5.4 One of the aims of the Runnymede 2030 Local Plan is to make efficient use of land when developed by achieving average densities of 30 dwellings per hectare (dph). The average density of development achieved in 2020/21 was 54dph<sup>24</sup>.
- 5.5 Runnymede Borough Council has a duty to enable the remediation of contaminated land through the planning system and to maintain a register of statutory contaminated sites. There are currently no statutory contaminated sites in Runnymede or site son the Contaminated Land Register.

### Future Baseline

- 5.6 In the absence of the plan the extent of the Green Belt in Runnymede should be maintained in line with national planning policy which gives general protection aside in a few limited circumstances. However, the 2040 Local Plan will need to address the housing needs of a growing population which may place additional pressure on Green Belt.
- 5.7 In the absence of the plan the amount of land classified as best and most versatile for agriculture is also likely to be maintained given the guidance set out in the NPPF and that this land in Runnymede will also be Green Belt. However, for the same reasons as the Green Belt this could be placed under pressure with the 2040 Local Plan addressing population growth.
- 5.8 Soil quality is likely to remain relatively stable in the future and even in the absence of the plan opportunities may present themselves to remediate land if contamination is present.
- 5.9 The guidance set out in the NPPF for making efficient and effective use of land is also likely to ensure that in the absence of the plan, development continues to come forward at densities of at least 30dph. The 2040 Local Plan should ensure that this continues to minimise the pressure on the Green Belt and agricultural land from population growth and housing need.

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<sup>22</sup> British Geological Society maps available at: <https://www.bgs.ac.uk/map-viewers/geology-of-britain-viewer/>

<sup>23</sup> Structure of the agricultural industry in England (Defra). Available at: <https://www.gov.uk/government/statistical-data-sets/structure-of-the-agricultural-industry-in-england-and-the-uk-at-june>

<sup>24</sup> Annual Monitoring Report 2020/21 (RBC). Available at: <https://www.runnymede.gov.uk/downloads/download/87/monitoring-progress-of-local-plan-policies>

5.10 Based on the above, Table 5-1 sets out issues/problems, how the Local Plan can address these, if at all, and the relationship to the objectives of other relevant plans, policies and programmes.

**Table 5-1: Issues/Problems for Land & Soils**

Issue/Problem	Source	How Local Plan can Address Issue	Relationship to Other PPPs
Population growth will place pressure on Green Belt/ agricultural land.	Baseline Information  Other PPPs	The 2040 Local Plan will need to carefully consider the location of additional development and ensure it continues to make the most effective and efficient use of land.	A Green Future - We will protect ancient woodlands and grasslands, high flood risk areas and our best agricultural land.  NPPF Para 119 - Planning policies and decisions should promote an effective use of land.  NPPF Para 124 - Planning policies and decisions should support development that makes efficient use of land.

## 6. Baseline Information – Water

- 6.1 Watercourses and lakes are a key characteristic of the Borough, with the River Thames forming the northern and eastern boundary, and the Rive Ditch Basingstoke Canal forming the south eastern boundary. The rivers Wey, the Addlestone Bourne and the Chertsey Bourne run through the Addlestone and Chertsey areas of the Borough. Consequently, much of the eastern side of the Borough is subject to flood risk including areas of functional floodplain.
- 6.2 The water environment can be polluted from a variety of sources including point sources, such as a sewage outlet or from diffuse sources such as rainwater run-off from roads. Untreated pollutants can have adverse effects on human health and can have adverse effects on the natural environment, not just the water environment.
- 6.3 The Water Environment Regulations seek to improve the water environment including key objectives for water bodies. The Thames River Basin District Management Plan<sup>25</sup> produced by the Environment Agency divides the Thames catchment into a number of operational catchments. The Borough of Runnymede lies within the Wey operational catchment which is further sub-divided into 42 waterbodies, as well as the Thames Lower operational catchment which is formed from 17 waterbodies.
- 6.4 Table B3 in Appendix B sets out water bodies from the Wey and Thames operational catchments which run through Runnymede and their ecological condition status over time and Table 6-1 below sets out a summary of this. Condition status is derived from the Environment Agency<sup>26</sup>.

**Table 6-1: Waterbodies and Condition Status Summary**

Waterbody	Ecological Status		Trend	Notes
	2013	2019		
Addlestone Bourne (West End to Hale/Mill Bourne)	Moderate	Moderate	-	Reasons for not achieving good status due to sewage discharge
Hale/Mill Bourne (Bagshot to Addlestone Bourne)	Moderate	Moderate	-	Reasons for not achieving good status due to sewage discharge, land drainage from agriculture and drainage from transport
Addlestone Bourne (Mill/Hale to Chertsey Bourne)	Good	Moderate	x	Reasons for not achieving good status due to sewage discharge
Chertsey Bourne (Ascot to Virginia Water)	Moderate	Poor	x	Reasons for not achieving good status due to physical modification and natural mineralisation.
Chertsey Bourne (Sunningdale to Virginia Water)	Poor	Poor	-	Reasons for not achieving good status due to physical modification including land drainage from agriculture, barriers,

<sup>25</sup> Thames River Basin District River Basin Management Pan (Environment Agency) 2015. Available at: <https://www.gov.uk/government/publications/thames-river-basin-district-river-basin-management-plan>

<sup>26</sup> <https://environment.data.gov.uk/catchment-planning/>

				urbanisation and natural causes including drought and mineralisation.
Virginia Water Lake	Poor	Poor	-	Reasons for not achieving good status due to sewage discharge
Chertsey Bourne (Virginia Water to Chertsey)	Moderate	Moderate	-	Reasons for not achieving good status due to physical modification including barriers.
The Moat at Egham	Moderate	Poor	x	Reasons for not achieving good status due to sewage discharge, physical modification including drainage from transport, land drainage from agriculture & barriers, natural causes such as drought and surface water abstraction.
Chertsey Bourne (Chertsey to River Thames)	Moderate	Poor	x	Reasons for not achieving good status due to sewage discharge and urbanisation.
Thorpe Park Lakes	Moderate	Poor	x	Reasons for not achieving good status due to land drainage from agriculture.
Wey Navigation	Moderate	Moderate	-	Reasons for not achieving good status due to sewage discharge and physical modification.
Thames (Cookham to Egham)	Moderate	Moderate	-	Reasons for not achieving good status due to sewage discharge, surface water abstraction and physical modification.
Thames (Egham To Teddington)	Moderate	Poor	x	Reasons for not achieving good status due to sewage discharge, poor nutrient management, surface water abstraction and physical modification.

6.5 As can be seen above, recent trends in the ecological status of waterbodies within Runnymede are either in a moderate or poor status with many declining over time and none improving. A number of reasons for this include sewage discharge and drainage either from agriculture/transport or physical modifications. As such, a number of the reasons for not meeting a 'Good' status are largely beyond the scope and control of the Local Plan.

6.6 Two groundwater units also lie within Runnymede, the Chobham Bagshot Beds unit and the Lower Thames Gravels unit. The Chobham Bagshot Beds unit's overall status

is identified as good for water quantity but poor for chemical status and the Lower Thames Gravels unit's status is poor for quantity but has a good chemical status. Table B4 shows the status of both units over time and a summary is set out in Table 6-2 below.

**Table 6-2: Quantity Status of Thames Groundwater Units in Runnymede**

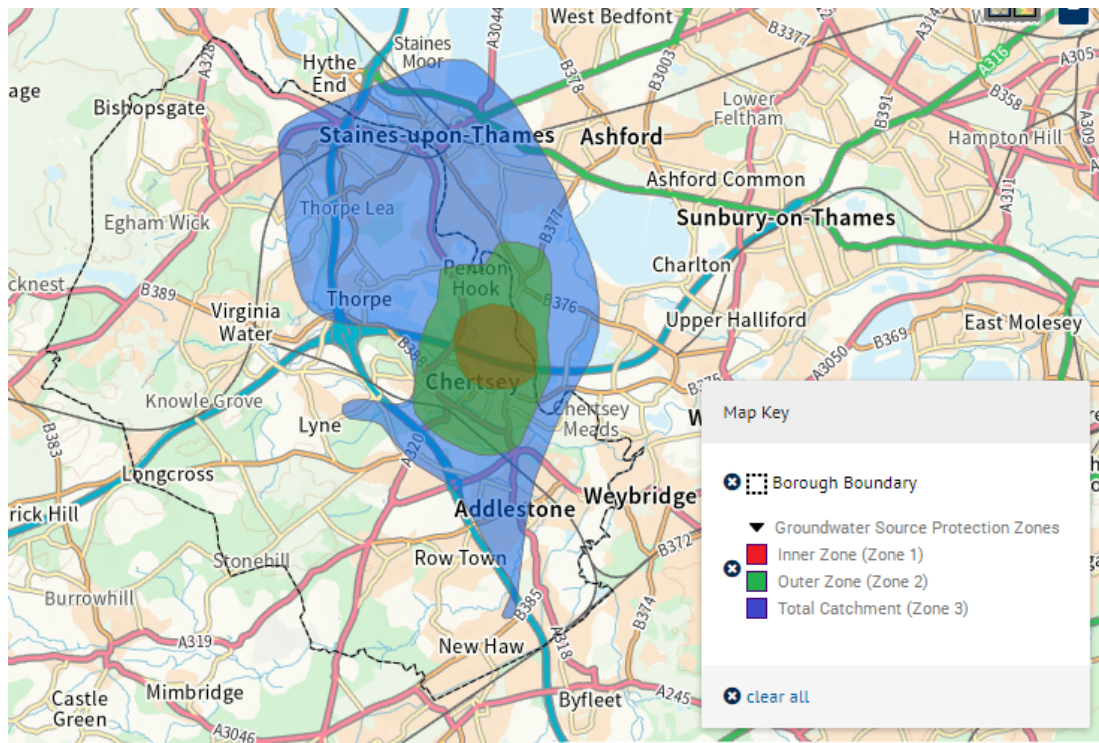
Waterbody	Quantity Status		Trend	Notes
	2013	2019		
Chobham Bagshot Beds	Good	Good	-	Good for quantitative status and quantitative balance but poor for chemical status.
Lower Thames Gravels	Good	Poor	x	Poor for quantitative status and quantitative balance but good for chemical status.

- 6.7 In terms of water resource Runnymede lies in an area of serious water stress as identified by the Environment Agency<sup>27</sup>. The provider of potable water for the Borough is Affinity Water.
- 6.8 The Affinity Water Resource Management Plan (WRMP) identifies Runnymede Borough within the Central region and the Wey community. The Resource Management Plan sets out that the amount of water currently available to supply customers will not meet future demand with a shortfall in the Central region by 2080 of 256 Ml/day. Proposals to increase water supply include network infrastructure improvements to move water to where it is needed. Maximise use of existing sources of water including imports, building a new reservoir in Oxfordshire and transferring water via the Grand Union Canal. As well as these measures, actions also include reducing water demand through leakage control, reduce water use from the average of 152 litres per person per day to 129 litres and aim to further reduce this to between 110 and 120 litres per person per day by 2045 as well as installing water meters.
- 6.9 The Wey Catchment Abstraction Licensing Strategy<sup>28</sup> produced by the Environment Agency identifies that for the Weybridge Assessment Point (AP) there is restricted water available for licensing.
- 6.10 As highlighted in the section on biodiversity the Basingstoke Canal suffers from water shortages especially in the summer months and this is reflected in the amount of the SSSI meeting its PSA target.
- 6.11 Map 6-1 below shows the extent of groundwater protection zones in Runnymede.

<sup>27</sup> Water Stressed Areas – Final Classification (Environment Agency) 2021. Available at: <https://www.gov.uk/government/publications/water-stressed-areas-2021-classification>

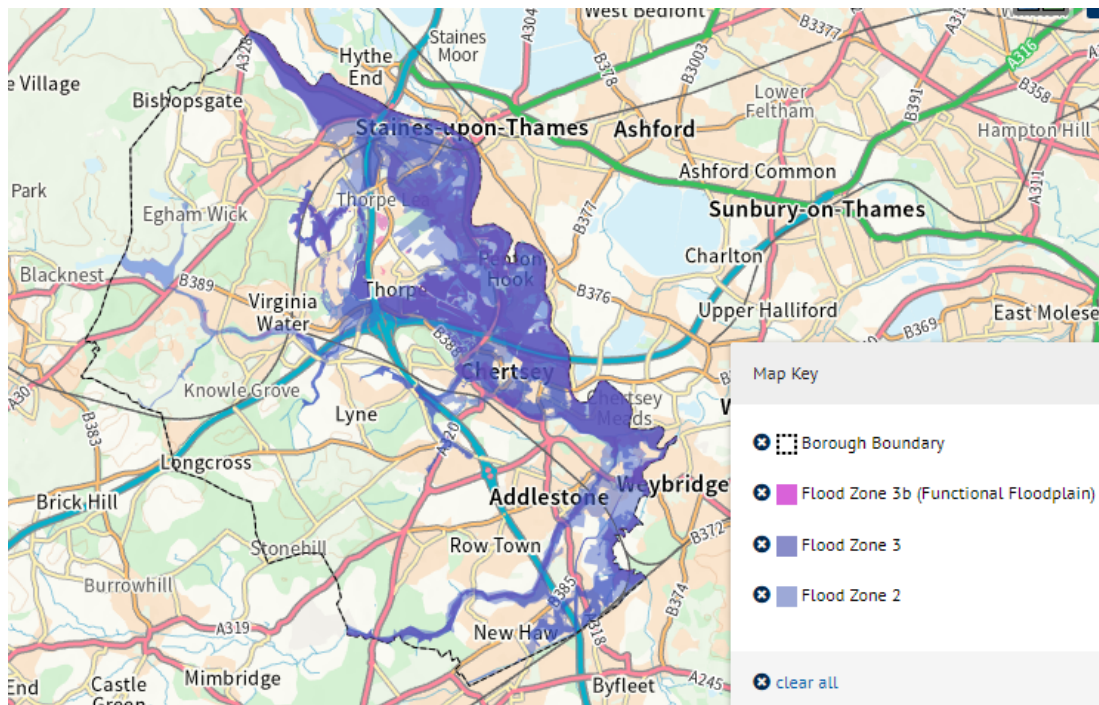
<sup>28</sup> Wey Catchment Abstraction licensing Strategy (Environment Agency) 2019

**Map 6-1: Groundwater Protection Zones in Runnymede**



6.12 Map 6-2 below shows the extent of areas at risk of fluvial flooding in Runnymede.

**Map 6-2: Extent of Fluvial Flood Risk Zones in Runnymede**



6.13 In Runnymede in October 2013 there were 12,418 properties in flood zone 2 and 8,620 residential properties in flood zone 3. With regard to commercial properties, 1267 were located within flood zone 2 and 668 commercial properties are located in flood zone 3.

- 6.14 According to the Strategic Flood Risk Assessment (2018)<sup>29</sup>, the River Thames and its tributaries including the Addlestone Bourne, Chertsey Bourne and River Wey are the primary sources of flood risk in the Borough and it identifies that the floodplain of the Thames is fairly extensive in the east of the Borough due to the flat, low lying nature of the land. Other sources of fluvial flooding include the Hurst Ditch, Meadlake Ditch and the Moat which are all tributaries of the Chertsey Bourne system that flow southwards through Egham, Egham Hythe and Thorpe. In Runnymede more than 20% of properties lie within Flood Zone 3 (see Map 6-2).
- 6.15 The Borough contains no formal flood defences and there is a long record of flooding from rivers in the Borough, and in particular from the River Thames. Major recorded flood events occurred in 1898, 1947, 1968, 2003 and late 2013-early 2014.
- 6.16 The River Thames Scheme (RTS) is a proposed programme of projects to reduce flood risk in communities between Datchet and Teddington and includes the creation of a new river channel built in two sections in Runnymede and Spelthorne. The scheme will help to reduce flood risk to hundreds of properties in Runnymede.

### **Future Baseline**

- 6.17 Whilst the Water Environment Regulations and River Thames Basin Management Plan set targets for the status of water bodies in the Thames catchment, a number of issues identified involve actions which are beyond the scope of local planning such as sewage discharge and drainage from agriculture and transport. In a number of cases the achievement of objectives to reach 'Good' status by 2027 are identified as disproportionately expensive or burdensome. As such, without action from other sectors, the quality of Runnymede's waterbodies are unlikely to improve in the future. Therefore, in the absence of the plan, the future ecological and chemical status of waterbodies in Runnymede are unlikely to see improvement in the short to medium term.
- 6.18 Whilst the 2040 Local Plan cannot address issues of water quality beyond its scope it should ensure that development does not add to water quality issues by including or retaining policies for the use of sustainable drainage techniques, infiltration systems and drainage strategies to ensure that water leaving development sites is of a good quality. This can be integrated with biodiversity net gain and delivery of blue/green infrastructure to ensure a holistic approach to the natural environment.
- 6.19 In the absence of the plan the South East is likely to remain an area of serious water stress into the long-term. Affinity Water identify insufficient supply to meet demand but have set out measures to reduce the demand/supply balance up to 2080 including the aim to improve water efficiency to between 110-120 litres per person per day.
- 6.20 The impact of climate change is also likely to add to uncertainties on water quality and quantity. If, as predicted, summers become hotter and drier, water resources and freshwater environments would be placed at increased risk of water scarcity with a likely increase in demand from the population. High demand in periods of hot weather coupled with restricted availability of surface water supplies could also adversely affect groundwater and aquifers.
- 6.21 In this respect the 2040 Local Plan should include and/or retain policies to ensure water efficiency in new development is delivered in line with the aim to achieve 110-120 litres per person per day. The 2040 Local Plan could also consider other water efficiency measures such as greywater harvesting and recycling techniques.

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<sup>29</sup> Runnymede Level 1 Strategic Flood Risk Assessment (RBC) 2018. Available at: <https://www.runnymede.gov.uk/planning-policy/planning-policy-evidence-based-documents/5>

- 6.22 If, as predicted, warmer and wetter winters become more prevalent, the increased incidence of heavy and intense rainfall could result in an increased risk of flooding from fluvial sources and non-fluvial sources. Whilst the River Thames Scheme, if delivered, will reduce fluvial flood risk to some properties in Runnymede, others will remain in high risk areas. The extent of fluvial flood risk (with an allowance for climate change modelled) in the Borough is therefore unlikely to change significantly in the future.
- 6.23 However, in the absence of the plan the NPPF directs new development away from areas of highest risk and the River Thames Scheme does not require the Local Plan for its delivery. Nevertheless, the 2040 Local Plan should ensure that the sequential approach to flood risk and support for the River Thames Scheme are included or retained in relevant policies. As set out above, the use of sustainable drainage and infiltration techniques should also be followed to attenuate surface water run-off.
- 6.24 Based on the above, Table 6-3 sets out issues/problems, how the Local Plan can address these, if at all, and the relationship to the objectives of other relevant plans, policies and programmes.

**Table 6-3: Issues/Problems for Water**

Issue/Problem	Source	How Local Pan can Address Issue	Relationship to Other PPPs
Ecological/Chemical quality of waterbodies in Runnymede continues to deteriorate or fails to improve	Baseline Information	Whilst some impacts on local waterbodies are beyond the scope of the Local Plan to control, the 2040 Local Plan should ensure use of SuDS and drainage strategies in new development to ensure water quality.	<p>A Green Future-Improving at least three quarters of our waters to be close to their natural state as soon as is practicable.</p> <p>Surrey’s 2050 Place Ambition - pursuing opportunities for improving biodiversity and the air and water environment alongside new development. Creating a coherent connected network of accessible multi-functional greenspaces.</p> <p>NPPF - Development should, wherever possible, help to improve local environmental conditions such as air and water quality.</p>
Runnymede is within an area of serious water stress.	Baseline information	Local Plan should include or retain policies for water efficiency which go beyond the Building Regulations and include a requirement for greywater recycling.	Affinity Water Resource Management Plan - aim to reduce water use to between 110 and 120 litres per person per day by 2045.



			<a href="#"><u>Thames &amp; Wey Abstraction Strategies – Restricted water available for licensing</u></a>
Extensive areas of the Borough are and likely to remain in areas at highest risk of fluvial flooding including climate change impacts.	Baseline Information	Local Plan will need to follow NPPF sequential approach to flood risk and give support for the River Thames Scheme and any other flood defence/alleviation projects	<p>NPPF - Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk. Strategic policies should be informed by a strategic flood risk assessment, and should manage flood risk from all sources.</p> <p>Surrey Flood Risk Management Strategy - reduce the risk of flooding to and from development through local planning policy and processes.</p>

## 7. Baseline Information – Air & Noise

- 7.1 Vehicle emissions are now the principle source of air pollution in the UK given the decline of using coal for domestic heating or in coal-fired power stations. Emissions from vehicles can include carbon monoxide, carbon dioxide, oxides of nitrogen, volatile organic compounds (VOC) and particulate matter (PM). These pollutants can have a detrimental effect on human health and the natural and built environment.
- 7.2 NO<sub>2</sub> can also have adverse effects on natural habitats which are dependent on low levels of nutrients such as the lowland heathland covered by the Thames Basin Heaths SPA and Thursley, Ash, Pirbright and Chobham Common SAC. The Department of Transport's Transport Analysis Guidance<sup>30</sup> states that beyond 200m the contribution of vehicle emissions from the roadside to local pollution levels is not significant. The majority of highways within Runnymede do not lie within 200m of the SPA/SAC, but several do, including the M3 motorway, Longcross Road and Chobham Lane.
- 7.3 Table 7-1 below sets out the UK's air quality objectives for a number of pollutants for protection of human health and for the protection of vegetation and ecosystems.

**Table 7-1: UK Air Quality Objectives for Human Health & Ecosystems**

Pollutant	Objective
<b>Human Health</b>	
Nitrogen Dioxide	40µg/m <sup>3</sup> (annual mean)
Sulphur Dioxide	125µg/m <sup>3</sup> (24 Hour Mean, not to be exceeded more than 3 times a year)
PM10	40µg/m <sup>3</sup> (annual mean)
PM2.5	25µg/m <sup>3</sup> (annual mean)
<b>Ecosystems</b>	
Nitrogen Dioxide	30µg/m <sup>3</sup> (annual mean)
Sulphur Dioxide	20µg/m <sup>3</sup> (annual mean)

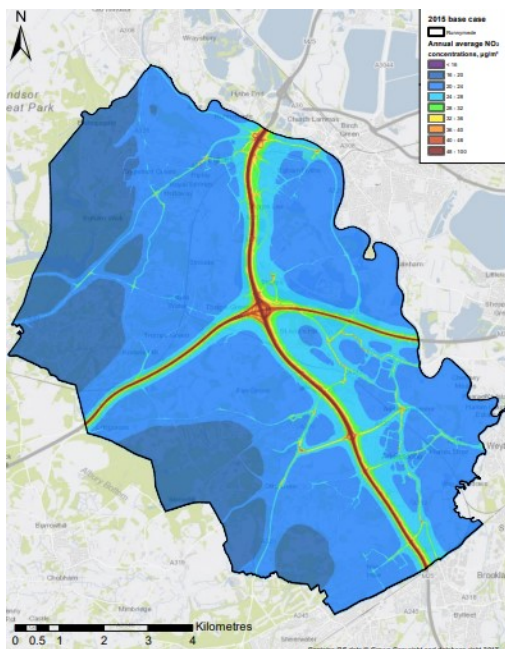
- 7.4 Air quality in Runnymede is generally good. Runnymede Borough Council published an Air Quality Modelling Report from Cambridge Environmental Research Consultants in 2018<sup>31</sup> which modelled a baseline scenario for 2015 and again in 2036 with the adoption of the 2030 Local Plan. Map 7-1 shows the baseline scenario in 2015, with red/orange colours indicating higher annual average NO<sub>2</sub>/PM10 & PM2.5. As can be seen higher annual average NO<sub>2</sub>/PM10/PM2.5 occurs around major highways in the Borough including the M3, M25, A320 and A317.

<sup>30</sup> Transport Analysis Guidance: TAG Unit A3 (DfT) 2021. Available at:

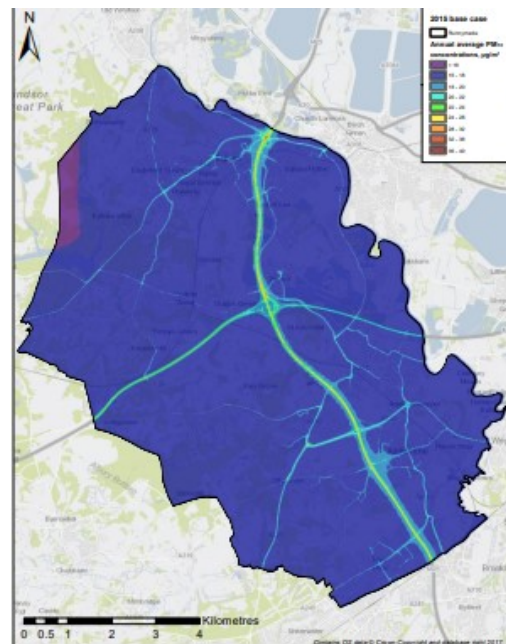
<https://www.gov.uk/government/publications/tag-unit-a3-environmental-impact-appraisal>

<sup>31</sup> Runnymede Air Quality Modelling Report (Cambridge Environmental Research Consultants) 2018. Available at: <https://www.runnymede.gov.uk/planning-policy/planning-policy-evidence-based-documents/2>

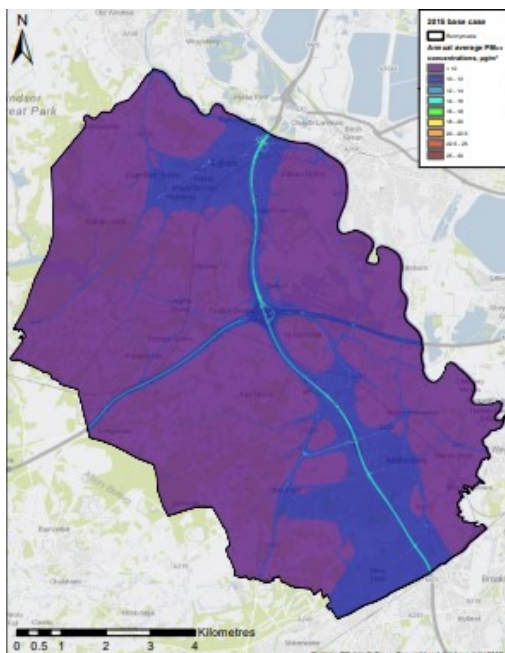
## Map 7-1: Air Quality Modelling Baseline Scenario 2015



**NO<sub>2</sub>**



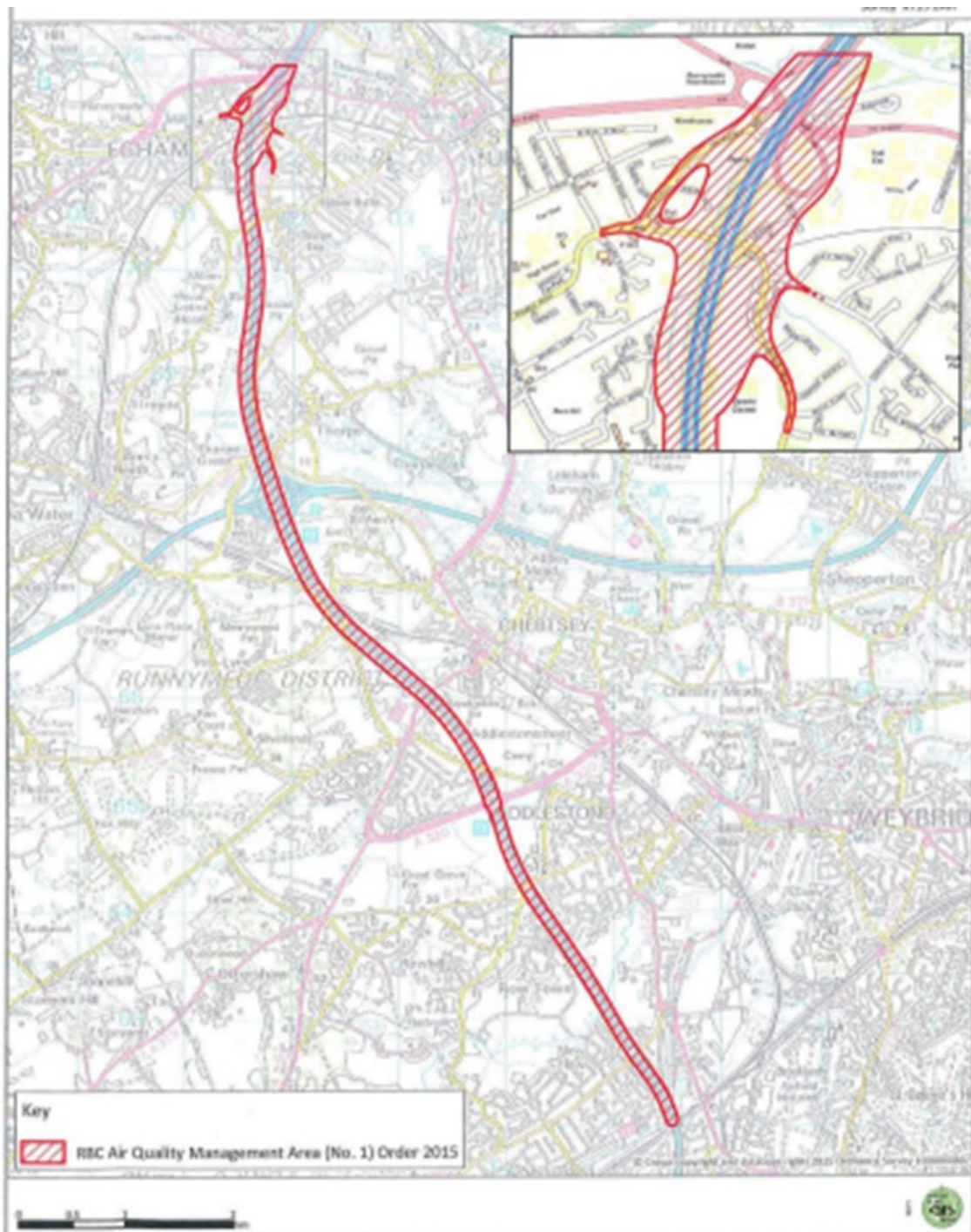
**PM10**



**PM2.5**

- 7.5 However, two traffic related Air Quality Management Areas (AQMAs) have been declared for nitrogen dioxide (NO<sub>2</sub>) and particulate matter (PM10): one adjacent to the M25 (see Map 7-2) which was extended in 2015 to include Vicarage Road in Egham and the other in Addlestone at the Brighton Road/Church Road/Station Road/ High Street junction (see Map 7-3).

Map 7-2: Extent of M25 AQMA in Runnymede



**Map 7-2: Extent of Addlestone AQMA**



- 7.6 Air quality results for NO<sub>2</sub> from monitoring stations between 2016 and 2020 within Runnymede are shown in Table B-5 in Appendix B. The results show that in some locations air quality is improving and in others deteriorating when comparing 2016 to 2019 (2019 is used for comparison being prior to the Covid-19 pandemic). Exceedance of air quality objectives for NO<sub>2</sub> were reported in 2019 at High Street and Wyvern Place in Addlestone, Weir Road and Bridge Road in Chertsey, Vicarage Road in Egham and at the Ottershaw Roundabout. An additional monitoring station was placed on Byfleet Road (Station RY73 – Byfleet & New Haw Station) in June 2021. To date no exceedance of air quality targets for NO<sub>2</sub> has occurred at this station.
- 7.7 The Runnymede Air Quality Annual Status Report (2020)<sup>32</sup> states that both PM<sub>10</sub> and PM<sub>2.5</sub> are not monitored in Runnymede, however modelling work indicates they do not exceed air quality objectives and neither does Sulphur Dioxide.

<sup>32</sup> Runnymede Air Quality Annual Status Report (RBC) 2020. Available at: <https://www.runnymede.gov.uk/pollution/air-quality-1/3>

- 7.8 Although background concentrations of nitrogen oxides in Runnymede are largely below air quality objectives for the protection of human health, the current levels can affect sensitive ecological receptors.
- 7.9 Runnymede lies within a short distance of The Thursley, Ash, Pirbright and Chobham SAC and Thames Basin Heaths SPA at Chobham Common. Air quality data from the Air Pollution Information System (APIS)<sup>33</sup> shows results for Nitrogen deposition and Sulphur Dioxide at locations taken within Chobham Common adjacent to highways in or near Runnymede. The critical load for nitrogen deposition is 10-20kgN per hectare per year. This is shown in Table 7-2 and data is 2017-2019 3 year mean at a resolution of 5km.

**Table 7-2: Concentrations of Air Pollutants at Chobham Common**

Location	OS Reference	Grid	Concentration N	Concentration SO <sub>2</sub>
Staple Hill/Longcross Rd	497912, 165117		13.02KgN	1.1µg/m <sup>3</sup>
Windsor Road (adj M3)	496542, 164514		12.88KgN	1.36µg/m <sup>3</sup>

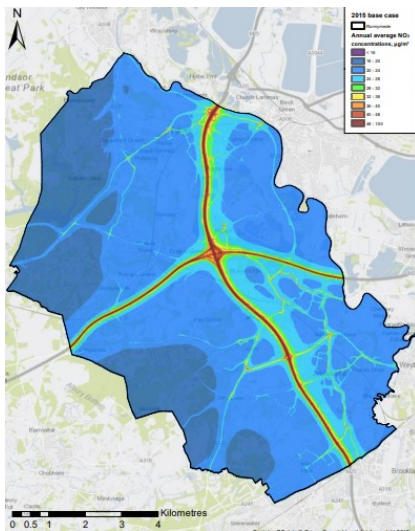
- 7.10 Table 7-2 shows that for locations at Chobham Common close to Runnymede nitrogen deposition exceeds minimum critical loads but is significantly lower than critical loads of 20µg/m<sup>3</sup>.
- 7.11 Main sources of noise in the Borough are road traffic, especially from the M3 and M25, rail movements and aircraft noise from Heathrow Airport. The latter mainly affects the area to the north of the Borough in Egham and Englefield Green. Other sources of noise include some business premises, the night-time economy and construction operations. Fair Oaks airfield to the south of Ottershaw is also a noise generating use.

#### **Future Baseline**

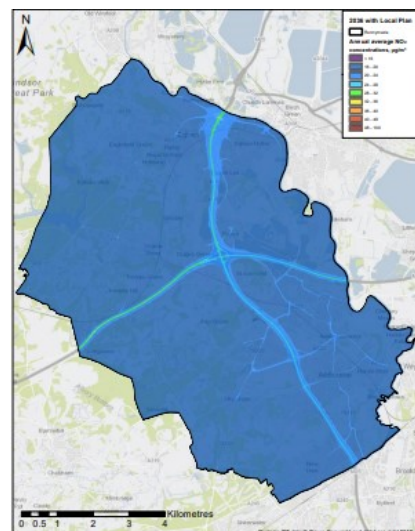
- 7.12 Map 7-4 shows the modelled air quality in Runnymede in 2036 as taken from the Air Quality Modelling Report 2018<sup>30</sup> as compared to the 2015 baseline. This is the predicted future baseline with the now adopted 2030 Local Plan but in the absence of the 2040 Local Plan.

<sup>33</sup> <http://www.apis.ac.uk/>

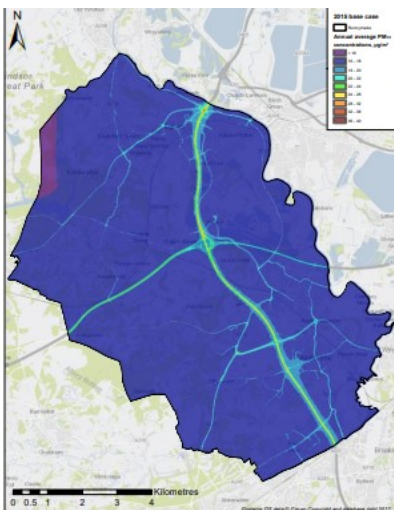
**Map 7-4: Air Quality Modelling Scenario 2036**



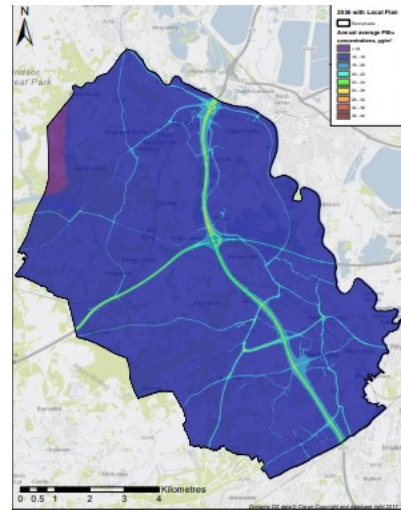
**2015 NO<sub>2</sub>**



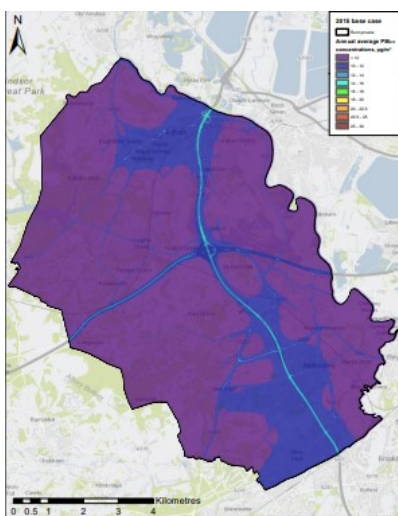
**2036 NO<sub>2</sub>**



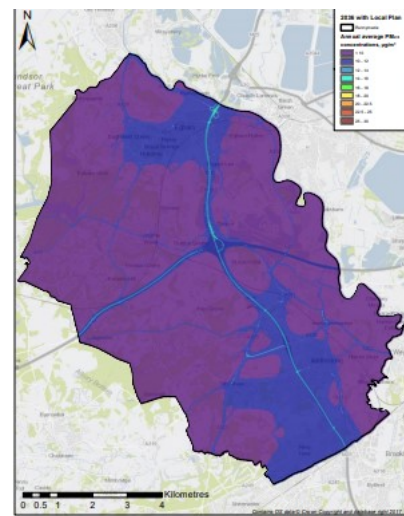
**2015 PM10**



**2036 PM10**



**2015 PM2.5**



**2036 PM2.5**

- 7.13 The Air Quality Modelling Report of 2018 found a decrease in NO<sub>2</sub> concentrations between 2015 and 2036. This is explained as arising from reductions in traffic exhaust emissions from predicted improvements in engine technology. Concentrations of PM10 and PM2.5 are not modelled to decrease to the same extent but do not exceed the standards in 2036.
- 7.14 Given the above, it is considered that even in the absence of the plan air quality within Runnymede should generally improve in the future. However, there is some uncertainty for this depending on whether advances in vehicle technology come forward as expected which may be revealed by air quality monitoring showing increases in NO<sub>2</sub> in some locations within the Borough since the modelling was undertaken. Nevertheless, the general direction of travel for policy is to increase use of electric/hybrid vehicles and end the sale of new petrol/diesel vehicles as set out within the UK Government's Ten Point Plan for a Green Industrial Revolution.
- 7.15 Improvements in air quality may also depend on the levels of congestion in the borough into the future and this is uncertain. However, the Highways Authority is currently preparing a Local Cycling & Walking Strategy for the Borough and planned improvements to the A320 corridor may help to manage congestion, although some of these improvements could be off-set by the construction of a third runway at Heathrow Airport, if this were to go ahead.
- 7.16 In this respect the 2040 Local Plan will need to carefully consider the spatial strategy for the Borough to ensure sustainable patterns of development which in turn can aid sustainable patterns of travel. 2040 Local Plan policies should also include and/or retain policies which give support to schemes for improving public transport, walking and cycling infrastructure and electric vehicle charging infrastructure as well as include and/or retain policies which ensure development does not give rise to or is affected by adverse air quality impacts.
- 7.17 In terms of noise, the future baseline is uncertain. The potential construction of a third runway and/or intensification of use of two runways at Heathrow Airport may give rise to further noise impacts to the north of the Borough in the medium to longer term and although advances in vehicle technology may reduce some traffic engine noise over time, noise from vehicle movements as a whole may not reduce. Whilst noise from construction is uncertain, impacts should largely be over the short-term. The 2040 Local Plan should include/retain policies to protect development and existing businesses and property from noise impacts. This will also need to be considered for any development allocations.
- 7.18 Based on the above, Table 7-3 sets out issues/problems, how the Local Plan can address these, if at all, and the relationship to the objectives of other relevant plans, policies and programmes.

**Table 7-3: Issues/Problems for Air & Noise**

Issue/Problem	Source	How Local Plan can Address Issue	Relationship to Other PPPs
New development could generate additional traffic related emissions and increase/sustain congestion levels.	Baseline Information	The 2040 Local Plan should ensure sustainable patterns of development and support strategies and improvements to public transport/cycling/walking	Gear Change - Accelerating modal shift to public and active transport; ensure active travel is embedded in wider policy.



		infrastructure and connections.	<p>Decarbonising Transport - embed transport decarbonisation principles in spatial planning and across transport policymaking.</p> <p>NPPF - Significant development should be focused on locations which are or can be made sustainable.</p> <p>Transport Strategy for the South East - integrated approach to land use and transport planning; A network that promotes active travel and active lifestyles to improve our health and wellbeing; Improved air quality supported by initiatives to reduce congestion and encourage further shifts to public transport; A reduction in the need to travel</p> <p>Draft Local Transport Plan 4 - Establish '20-minute neighbourhoods' Ensure new development is focussed around sustainable travel options.</p>
Improvements in vehicle technology may not advance as expected.	Baseline Information	The 2040 Local Plan should include/retain policies for provision of EV charging infrastructure.	<p>Ten Point Plan for Green Industrial Revolution - accelerating the shift to zero emission vehicles.</p> <p>Greener Futures Climate Change Delivery Plan - Roll out EV charge point infrastructure.</p>
Development affected by existing air quality impacts.	Baseline Information	Location of 2040 Local Plan allocations should consider impact to and from air quality.	NPPF - preventing new and existing development from contributing to, being put at unacceptable risk from, or being

			adversely affected by, unacceptable levels of air pollution
Development and/or existing property/businesses exposed to noise impacts.	Baseline Information	Location of 2040 Local Plan allocations, including mixed uses should consider impact to and from noise. 2040 Local Plan should include/retain policies for noise impacts.	<p>Noise Policy Statement for England - avoid significant adverse impacts on health and quality of life. Mitigate and minimise adverse impacts on health and quality of life.</p> <p>NPPF - mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality.</p>

## 8. Baseline Information – Climate

- 8.1 The Intergovernmental Panel on Climate Change (IPCC) 2022 report<sup>34</sup> finds that human-induced climate change, including more frequent and intense extreme events, has caused widespread adverse impacts and related losses and damages to nature and people, beyond natural climate variability.
- 8.2 The IPCC report sets out that there is high confidence that climate change has caused substantial damages and increasingly irreversible losses to ecosystems, reduced food and water security and adversely affected physical and mental health.
- 8.3 Predicted effects of climate change for the south east of England include hotter drier summers and milder but wetter winters with more intense rainfall events. This has the potential to increase flood events both in terms of risk and severity, damage to native habitats and migration of species and/or potential extinction of native plants and animals.
- 8.4 The latest UK Climate Projections (UKCP) 2018<sup>35</sup> highlight that average temperature in the UK 2009-2018 has been 0.3°C warmer than the period 1981-2010 and 0.9°C warmer than the period 1961-1990. The 2009-2018 period was also 1% wetter than 1981-2010 and 5% wetter than 1961-1990, although in winter periods these percentages increase to 5% and 12% respectively.
- 8.5 UKCP projections to 2070 set out that in a high emissions scenario average summer temperatures could increase within a range of 0.9°C to 5.4°C in summer and 0.7°C to 4.2°C in winter. The number of ‘hot’ spells, defined as daytime temperatures reaching 30°C for 2 or more consecutive days, rises from 0.2 per year to 4.1 by 2070.
- 8.6 In terms of rainfall, the projections set out a -47% to +2% change in summer and -1% to +35% in winter, indicating that the scenario of hotter drier summers and warmer and wetter winters is still probable. Sea level rise in London is projected to be 0.29m to 0.7m in a low emissions scenario and 0.53m to 1.15m in a high emissions scenario.
- 8.7 The Climate Change Act 2008 sets out legally binding targets of reducing carbon dioxide to 80% below 1990 levels by 2050 and at 28-32% by 2020. The act has since been amended and now contains the commitment to reach net zero by 2050.
- 8.8 Emissions data<sup>36</sup> on carbon dioxide emissions (from Runnymede over the period 2014 to 2019~~8~~) is shown in Table 8-1 by sector.

**Table 8-1: Carbon Dioxide Emissions in Runnymede by Sector (Kt CO<sub>2</sub>)**

Year	Commercial & Industry	Domestic	Transport	Total	Total per Capita
2014	169.54	152.39	118.524.0	440.345.5	5.23
2015	155.06	147.46.6	119.1124.1	421.56.3	5.0
2016	134.65.1	139.5	120.96.2	395.0400.9	4.6
2017	122.06	130.329.9	118.8123.6	371.16.1	4.3
2018	125.24.1	131.029.9	115.320.5	371.54.5	4.23
2019	110.2	127.2	112.5	349.9	3.9

<sup>34</sup> Climate Change 2022 (IPCC) 2022. Available at: <https://www.ipcc.ch/report/ar6/wg2/>

<sup>35</sup> UK Climate Projections: Headline Summary (Met Office) 2021. Available at: <https://www.metoffice.gov.uk/research/approach/collaboration/ukcp>

<sup>36</sup> Carbon Dioxide Emissions Statistics (BEIS) 2021<sup>9</sup>. Available at: <https://www.gov.uk/government/statistics/uk-local-authority-and-regional-carbon-dioxide-emissions-national-statistics-2005-to-2019#full-publication-update-history>

- 8.9 The data shows that emissions per capita in Runnymede fell from a figure of 5.23 tonnes per capita in 2014 to 3.94.3 tonnes per capita in 20198.
- 8.10 The total tonnes of carbon dioxide produced in Runnymede also fell from 440.35.5 tonnes in 2014 to 349.974.5 tonnes in 20198 a reduction of 90.474 tonnes over the 65 year period (20.546%). The largest contributor to carbon dioxide emissions in Runnymede in 20198 was the domestic sector, followed by transport and then commercial & industrial ~~and then transport~~. In all three sectors the general trend is of falling emissions with domestic and commercial & industrial showing the greatest falls of 1645% and 3527% respectively.
- 8.11 Emissions from Transport have not fallen as sharply decreasing by only 53%, although in this same period vehicle miles travelled in Surrey<sup>37</sup> have increased from 8,780m in 2014 to 9,09579m in 20198. The number of vehicle miles travelled in Surrey in 2020 saw a sharp decrease to 7,104m due to the Covid-19 pandemic, a decrease of 22% on 20198.
- 8.12 Renewable energy capacity in Runnymede in 2020<sup>38</sup> is estimated at 11.7MW, predominantly from photovoltaics (3MW), anaerobic digestion (2.4MW), sewage gas (1.3MW) and landfill gas (5MW). This is an increase from 2014 of 1.6MW, mostly from photovoltaics increasing from 1.5MW to 3MW.
- 8.13 In terms of climate change and flood risk, this has been considered within section 6 on Water.

#### **Future Baseline**

- 8.14 In the absence of the plan unavoidable climate change will still occur.
- 8.15 Given the potential for more intense rainfall events coupled with the amount of existing hard landscaping in and around the urban areas of the Borough the incidence of flooding from non-fluvial sources is likely to increase with the advent of climate change.
- 8.16 Hotter, drier summers are also likely to impact on water security and quantity and as has already been discussed in other sections, the south east is already an area of serious water stress and several local waterbodies indicate that poor water quality is to some degree caused by drought. This is likely to continue in the face of climate impacts. Hotter summers are also likely to exacerbate the urban heat island effect in summer months and the number of 'hot' spells are also projected to increase which is likely to give rise to impacts on human health especially the elderly and frail. Hotter, drier summers will also impact biodiversity through species distribution/migration and potential for increased risk of heathland/woodland fires.
- 8.17 In this respect the 2040 Local Plan should ensure that development proposals are resilient to climate impacts through adaptive measures and that proposals can reduce their impact through design and physical mitigation measures. As such the 2040 Local Plan should include/retain policies which seek to reduce the impact of climate change through design i.e. orientation, passive solar gain/shading, use of sustainable drainage, use of green/blue infrastructure and landscaping. Where the 2040 Local Plan has scope to do so, policies which go beyond water efficiency than set out in the Building

<sup>37</sup> <https://roadtraffic.dft.gov.uk/local-authorities/135>

<sup>38</sup> [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/743822/Renewable\\_electricity\\_by\\_Local\\_Authority\\_2014-2017.xlsx](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/743822/Renewable_electricity_by_Local_Authority_2014-2017.xlsx)

Regulations should be included/retained as well as measures for greywater recycling/rainwater harvesting.

- 8.18 In the absence of the plan, the Council has an adopted Green & Blue Infrastructure (GBI) SPD which sets out guidance for achieving GBI in new developments. Whilst the SPD is a material consideration in decision making it is not policy and as such the 2040 Local Plan could seek to place some of the guidance from the SPD into policy to ensure it carries greater weight and plays a role in mitigating/adapting to climate change impacts.
- 8.19 Whilst it could be considered that globally carbon dioxide emissions will continue to rise in the future, the trend in Runnymede is of falling carbon dioxide emissions, most notably from the domestic and commercial & industrial sectors. The trend of falling emissions from the domestic sector is likely to continue as further domestic energy efficiency measures and strategies are progressed and implemented, even in the absence of the plan.
- 8.20 Future emissions from the commercial & industrial sector are uncertain as it depends on whether the falling trend has been through changes in building efficiencies/worker behaviour or simply whether the commercial & industrial sector in Runnymede has changed in nature. The increased role of staff working from home since the Covid-19 pandemic may continue into the future which should further drive down emissions in this sector, although this may be at the expense of increased emissions in the domestic sector as people heat their homes to work.
- 8.21 However, as highlighted in the Surrey Climate Change Strategy, a certain amount of emissions reductions in the domestic and commercial/industrial sectors will have been through decarbonisation of the national grid. As such, it is uncertain whether the pace of emission reductions will continue into the future.
- 8.22 In the absence of the plan, the reliance on travelling by car is likely to continue in the future. Whilst this sector has not seen falls in emissions as big as the domestic or commercial/industrial sectors, the general trend is however one of falling emissions. Given the government's drive to zero emission vehicles by 2050, even in the absence of the plan emissions from this sector should decrease over time, however this is likely to be over the medium to longer term, as technological advances are brought forward.
- 8.23 In this respect the 2040 Local Plan should seek to encourage greater use of active and sustainable forms of travel and reduce reliance on car usage. The 2040 Local Plan will therefore need to consider the location of development and whether this can help to achieve sustainable travel patterns as well as include/retain policies which support measures and strategies to improve the attractiveness, access and connections to/from active and sustainable travel infrastructure. Support for EV charging infrastructure and other technological advances should also be included and the Local Plan could also consider other alternatives on how development can reduce travel demand i.e. car clubs/car share.
- 8.24 In the absence of the plan the trend of building renewable energy/low carbon capacity should continue into the future as the current Local Plan has a policy (SD8) for new development to deliver low carbon/decentralised networks and to achieve a certain percentage of energy demand to be delivered by renewable energy technologies. Given the uncertainty that the pace of emissions reduction in the domestic and commercial/industrial sectors will continue, the 2040 Local Plan should include/retain policies to achieve increased use of renewable/low carbon technologies and could seek further capacity in new development whilst supporting stand-alone schemes.

8.25 Based on the above, Table 8-2 sets out issues/problems, how the Local Plan can address these, if at all, and the relationship to the objectives of other relevant plans, policies and programmes.

**Table 8-2: Issues/Problems for Climate**

Issue/Problem	Source	How Local Plan can Address Issue	Relationship to Other PPPs
<p>Increase prevalence of hotter, drier summers, number of 'hot' spells and intense rainfall events and impact to human health and natural environment.</p>	<p>Baseline Information</p>	<p>The 2040 Local Plan will need to ensure that development is resilient to and mitigates climate impacts by including/retaining policies on flood risk, sustainable drainage, design, green/blue infrastructure and water efficiency.</p>	<p>A Green Future - New homes will be built in a way that reduces demands for water, energy and material resources, improves flood resilience, minimises overheating and encourages walking and cycling.</p> <p>NPPF - Policies should support appropriate measures to ensure the future resilience of communities and infrastructure to climate change impacts...</p> <p>Surrey Flood Risk Management Strategy - reduce the risk of flooding to and from development through local planning policy and processes.</p> <p>Affinity Water Resource Management Plan - aim to reduce water use to between 110 and 120 litres per person per day by 2045.</p>
<p>Reliance on car journeys continues into the future.</p>	<p>Baseline Information  Relevant PPPs</p>	<p>2040 Local Plan spatial strategy will need to ensure sustainable patterns of development to encourage sustainable travel and support measures/strategies to improve access, connectivity and attractiveness of active and sustainable travel infrastructure. 2040 Local Plan should also support EV charging infrastructure and other</p>	<p>Road to Zero - By 2050 we want almost every car and van to be zero emission.</p> <p>NPPF - Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.</p>

		measures to reduce demand.	<p>PPG Climate Change - effective spatial planning is an important part of a successful response to climate change as it can influence the emission of greenhouse gases.</p> <p>Draft Surrey Local Transport Plan 4 - Ensure that new development is focussed around sustainable travel options</p> <p>Greener Futures Climate Change Delivery Plan - Roll out EV charge point infrastructure.</p>
Pace of Carbon Dioxide emission reductions from domestic and commercial/industrial sectors slows	Baseline Information	The 2040 Local Plan should continue policies which seek to ensure development includes and/or connects to renewable/low carbon technologies and supports stand-alone schemes.	Greener Futures Climate Change Delivery Plan - Contribute to decarbonisation of electricity grid by increasing capacity of renewable energy by 1,244MW of low carbon electricity.

## 9. Baseline Information – Material Assets

- 9.1 Although there is no set definition of what constitutes material assets, this section will focus on housing, infrastructure and minerals.
- 9.2 As at Census 2011 there were 31,659 dwellings in Runnymede. Since the 2011 Census there have been 2,847 completions 2012-2021, bringing the total number of dwellings to 34,506. The 2011 Census shows that the majority of housing in Runnymede is owned (75%) with 60% of housing being detached or semi-detached and 20% flats or maisonettes. The majority of owned dwellings are 3 or 4 bed dwellings whilst in the affordable sector the majority of dwellings are 1 or 2 bed dwellings. Lower quartile rents in the Borough are around £950 per month as at 2016<sup>39</sup>.
- 9.3 The Runnymede Gypsy & Traveller Accommodation Assessment (GTAA)<sup>40</sup> identifies 60 authorised Gypsy & Traveller pitches in the Borough as at November 2017 and 59 on unauthorised sites. Since the GTAA was undertaken a further 5 pitches have been granted permission by the Council. As at November 2017 there were 15 Travelling Showperson plots on authorised sites and 37 on unauthorised sites.
- 9.4 The Borough is served by a number of infrastructure services/facilities which also serve the wider area. Major Infrastructure include the M3 and M25 Motorways; sewage treatment works at Chertsey; St Peter's Hospital, Chertsey; Addlestone, Byfleet & New Haw, Chertsey, Egham, Longcross and Virginia Water Rail Stations; five secondary schools, 24 infant/junior/primary schools and one leisure centre at Egham.
- 9.5 The major local highways within the Borough and wider area include the A30 London Road which runs from the Meadows Gyratory in Camberley to Staines as well as the A320 linking Woking with Junction 11 of the M25 and the A317 which links St Peter's Hospital through to Weybridge and Junction 11 of the M25. The Borough also contains Junction 13 of the M25 at Egham and Junction 2/12 of the M3/M25 at Chertsey as well as the A318 which links the Brooklands area of Woking to Addlestone and Junction 11 of the M25.
- 9.6 The Surrey Minerals Plan: Primary Aggregates Development Plan Document (DPD)<sup>41</sup> identifies four preferred areas for mineral extraction in Runnymede. This includes an extension to Addlestone Quarry, Hamm Court Farm in Chertsey, Milton Park Farm & Whitehall Farm in Egham. All preferred sites are for concreting aggregates with an estimated combined yield of 4.96m tonnes.

### Future Baseline

- 9.7 Even in the absence of the plan, increasing population levels will see increasing need and demand for housing into the future including for affordable dwellings and Gypsy/Traveller & Travelling Showperson pitches and plots. The main type of occupation will continue to be owned rather than rented. 2030 Local Plan Policy SL19 sets out the mix of units required on developments of 10 or more units, and this may

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<sup>39</sup> Runnymede & Spelthorne Strategic Housing Market Assessment Partial Update (GL Hearn) 2018. Available at: <https://www.runnymede.gov.uk/planning-policy/planning-policy-evidence-based-documents/7>

<sup>40</sup> Runnymede Gypsy & Traveller Accommodation Assessment (ORS) 2018. Available at: <https://www.runnymede.gov.uk/planning-policy/planning-policy-evidence-based-documents/6>

<sup>41</sup> Surrey Minerals Plan: Primary Aggregates DPD (SCC) 2011. Available at: <https://www.surreycc.gov.uk/land-planning-and-development/minerals-and-waste/minerals-core-strategy-development-plan/adopted-primary-aggregates-development-plan>



see more smaller units being delivered into the future, although when compared to the existing stock, it is unlikely to change the Borough’s dwelling profile significantly.

- 9.8 The 2040 Local Plan will therefore need to consider requirements for new housing and include/retain policies for affordable units and pitches/plots for Gypsies/Travellers and Travelling Showpeople. The 2040 Local Plan should also include/retain policies on the mix of housing to come forward.
- 9.9 In the absence of the plan an increasing population is also likely to increase pressures on existing services/facilities. The Runnymede Infrastructure Delivery Plan<sup>42</sup> outlines the infrastructure needed to support growth, as set out in the 2030 Local Plan, and is accompanied by a series of infrastructure schedules outlining projects to meet needs. 2030 Local Plan allocation policies also identify a number of infrastructure requirements including improvements to the A320, health facilities at two allocations and green infrastructure requirements. The overall costs of projects exceed known funding streams and although Runnymede introduced the Community Infrastructure Levy (CIL) in 2021, there is likely to be a continuing shortfall in infrastructure funding in the future and hence pressure on services/facilities are likely to remain.
- 9.10 The 2040 Local Plan will need to consider the implications for infrastructure from an increase in population and include/retain policies to identify and focus on delivery of infrastructure requirements and projects.
- 9.11 There will be a continuing need for mineral extraction in the future. Even in the absence of the plan, minerals will be required for building and infrastructure projects across the UK into the future. Should each preferred area come forward this is likely to increase noise and road traffic impacts in the short to medium term. Each of the preferred areas for aggregate extraction has a restoration scheme outlined within the Surrey Minerals Plan Site Restoration Supplementary Planning Document (2011). Restoration includes to agricultural (grazing) and woodland end use, as well as informal recreational, landscape and nature conservation.
- 9.12 Control of mineral extraction and resulting noise/traffic is largely beyond the scope of the 2040 Local Plan. However, including policies on green/blue infrastructure and biodiversity net gain more generally should aid in the restoration of such areas.
- 9.13 Based on the above, Table 9-1 sets out issues/problems, how the Local Plan can address these, if at all, and the relationship to the objectives of other relevant plans, policies and programmes.

**Table 9-1: Issues/Problems for Material Assets**

Issue/Problem	Source	How Local Pan can Address Issue	Relationship to Other PPPs
Increasing population places demand for new housing.	Baseline Information	2040 Local Plan will need to consider housing need requirements and include/retain policies for affordable units and Gypsy/Traveller & Travelling Showperson Pitches/Plots	NPPF - make sufficient provision for: housing (including affordable housing).  Planning Policy for Traveller Sites - Local planning authorities should set pitch targets for gypsies and travellers and plot

<sup>42</sup> Runnymede Infrastructure Delivery Plan (Aecom) 2017. Available at: <https://www.runnymede.gov.uk/planning-policy/planning-policy-evidence-based-documents/14>

			targets for travelling showpeople.
Increasing population places demands on existing infrastructure services/facilities.		2040 Local Plan will need to identify and focus on delivery of infrastructure projects, especially those critical to delivery of the Plan.	NPPF - make sufficient provision for: Infrastructure.  Community Vision for Surrey - Well-connected communities, with effective infrastructure, that grow sustainably.
Minerals extraction will increase noise/traffic impacts.		Whilst control of traffic/noise impacts from mineral extraction is largely beyond the scope of the Local Plan, general policies on green infrastructure and biodiversity net gain should aid site restoration.	NPPF - essential that there is a sufficient supply of minerals to provide the infrastructure, buildings, energy and goods that the country needs.

## 10. Baseline Information - Cultural Heritage (including Architectural & Archaeological Heritage)

10.1 The UNESCO World Heritage Convention (1972) defines the scope of cultural heritage as:

- Monuments – architectural works, works of monumental sculpture, elements of structures of an archaeological nature, inscriptions, cave dwellings and combinations of features which are of outstanding values from the point of view of history, art or science;
- Groups of buildings – groups of separate or connected buildings which, because of their architecture, their homogeneity or their place in the landscape are of outstanding universal value from the point of view of history, art or science; and
- Sites – works of man or the combined works of nature and man, and areas including archaeological sites, which are of outstanding universal value from the historical, aesthetic, ethnological or anthropological point of view.

10.2 Runnymede contains 307 statutory listed buildings including the grade I properties at Runnymede Park, Tite Hill; Founders Building, Royal Holloway College; Great Fosters, Stroude Road and Holloway Sanatorium, Stroude Road. A further 19 properties are grade II\* listed. The Historic England risk register does not currently show any statutorily listed buildings at risk within Runnymede. There are also a number of locally listed structures.

10.3 There are also 8 Scheduled Ancient Monuments including bowl barrows at Longcross, Chertsey Abbey and Chertsey Bridge and 57 areas of high archaeological potential.

10.4 Runnymede has seven designated conservation areas within the borough. These are: Basingstoke Canal; Chertsey; Egham Hythe; Egham Town Centre; Englefield Green; Thorpe and Wey Navigation. These streets, buildings and locations are of special architectural interest or historic interest, and they receive additional protection from the Council.

10.5 The borough has a number of important historic parks and gardens, having more Grade I and II\* than any other Surrey District. The largest area of historic parks and gardens is represented by Windsor Great Park, partially located within an area to the northwest of the borough. The Historic England at Risk Register shows that in 2022 Woburn Farm in Addlestone, a Grade II listed Historic Park and Garden is at risk and in declining condition.

### Future Baseline

10.6 In the absence of the plan, the continuing demand for development will continue and could place the borough's historic heritage assets at increased risk of disturbance, damage and irretrievable loss. Effects are likely to be amplified as a result of changes in the UK's climate such that long periods of hot dry weather and increased precipitation during winter periods could all having cumulative and synergistic effects on both archaeological and built heritage assets.

10.7 The number of heritage assets are unlikely to change significantly in the future, although Historic England/ the Council could designate additional statutorily/locally listed buildings in the future if they were considered of architectural or historical merit.

- 10.8 The Historic Park & Garden at Woburn Farm is identified as at risk by Historic England. In the absence of the plan, this is likely to continue into the future, however, the buildings and structures already listed should continue to enjoy statutory or local protection in the future and the protection afforded by the NPPF and policies in the 2030 Local Plan.
- 10.9 The 2040 Local Plan should therefore ensure the continued protection of the historic environment and heritage assets, protection against loss, damage and disturbance. The 2040 Local Plan could also consider whether there is policy scope to help improve the status of Woburn Farm and its removal from the at Risk Register.
- 10.10 Based on the above, Table 10-1 sets out issues/problems, how the Local Plan can address these, if at all, and the relationship to the objectives of other relevant plans, policies and programmes.

**Table 10-1: Issues/Problems for Cultural Heritage**

Issue/Problem	Source	How Local Plan can Address Issue	Relationship to Other PPPs
Demand for development and climate impacts places heritage assets at risk.	Baseline Information	The 2040 Local Plan should include/retain policies for the protection of the historic environment and heritage assets.	NPPF - assets are an irreplaceable resource, and should be conserved in a manner appropriate to their significance.
Woburn Farm identified on English Heritage at risk register.	Baseline Information	The 2040 Local Plan could consider whether there is scope to include policies for improving the site at Woburn Farm.	NPPF - Plans should set out a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats.

## 11. Baseline Information – Landscape/Townscape

- 11.1 The European Landscape convention defines landscape as *'An area as perceived by people, whose character is the result of the action and interaction of natural and/or human factors'* and landscape character is defined as *'distinct, recognisable and consistent pattern of elements in the landscape that makes one landscape different from another, rather than being better or worse'*.
- 11.2 There are no national or internationally recognised landscape designations in Runnymede. However, Natural England has undertaken a National Character Areas (NCA) study which categorise areas in England with similar landscape characteristics by region.
- 11.3 The southern area of Runnymede falls into an NCA defined as Thames Basin Heaths and the north falls within the Thames Valley NCA<sup>43</sup>. The Thames Basin Heaths NCA lies in the London Basin. The Basingstoke, Wey Navigation, and Kennet and Avon canals provide a corridor for transport, recreation and wildlife. The east comprises considerable modern development juxtaposed with undulating expanses of heathland, woodland and plantations. Non-native trees and rhododendron are distinctive in this area. Key characteristics particularly relevant to Runnymede include:
- Conifers and large plantations on former heathland are dominant features in the east;
  - Acid, leached soils mean that farming on the plateaux is limited to rough pasture, and that alternative land uses (such as forestry, golf courses and horse paddocks) have emerged;
  - Beyond the large areas of heathland and woodland, there is a patchwork of small to medium-sized fields with woods. The legacy of historic hunting forests includes veteran trees, ancient woods, ancient hedgerows and parklands;
  - Large, continuous mosaics are found in the east: they include Thursley, Ash, Pirbright and Chobham Special Area of Conservation (SAC), and Chobham Common National Nature Reserve (NNR).
  - Valley floors are wet with ditches, numerous watercourses, ponds, waterfilled gravel pits, reedbeds and carr. Historic features include mills, relict water meadows, and canals such as the River Wey Navigations.
- 11.4 The Thames Valley NCA is described as a mainly low-lying, wedge shaped area including Windsor, Slough the Colne Valley and south west London fringes. The River Thames provides a unifying feature through a very diverse landscape of urban and suburban settlements, infrastructure networks, fragmented agricultural land, historic parks, commons, woodland, reservoirs and extensive minerals workings. Hydrological features dominate and the Thames and its tributaries and reservoirs which form the South West London Waterbodies SPA & Ramsar. Key characteristics particularly relevant to Runnymede include:
- Flat and low-lying land, rising to low, river-terraced hills;

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<sup>43</sup> Information on National Character Areas available at:  
<https://www.gov.uk/government/publications/national-character-area-profiles-data-for-local-decision-making/national-character-area-profiles>

- Numerous hydrological features provide unity to an area which otherwise lacks homogeneity; these features include the River Thames and its tributaries, streams, lakes, canals and open waterbodies (the result of restored gravel workings);
- Farming is limited. Where it survives, grazed pasture is the major land use within a generally open, flat and featureless landscape. The field pattern is medium-scale and irregular, with smaller fields to the west. Localised areas of species-rich hay meadows provide a splash of colour in summer;
- Pockets of woodland, open grassland, parkland, wetlands and intimate meadows provide escape and tranquillity;
- Towards London in the east, the natural character of the area is overtaken by urban influences: a dense network of roads (including the M25 corridor), Heathrow Airport, railway lines, golf courses, pylon lines, reservoirs, extensive mineral extraction and numerous flooded gravel pits;
- To the south, the open Thames flood plain dominates, with its associated flat grazing land, becoming characterised by a number of formal historic landscapes on higher ground;
- The area has an urban character, and there are very few villages of more traditional character, although almost half of the area is Green Belt land;
- The river is closely associated with numerous historic places and cultural events, such as the signing of Magna Carta at Runnymede;
- The area is important for recreation, both for residents and visitors.
- Historic parkland and commons provide access to green space, the Thames Path National Trail runs the length of the NCA.

11.5 The Surrey Landscape Character Assessment<sup>44</sup> identifies a number of landscape typologies in Runnymede. It identifies river valleys and river floodplain predominantly in the east and north of the Borough with settled & wooded sandy farmland and sandy woodland in the south and west. The landscape types are described as follows:

- River Valleys - Comprises a number of separate areas of elevated river terrace fringing the floodplain which runs through the county. Characteristics include, diverse landscapes including pastoral and arable farmland, mixed woodland, industrial, and commercial uses; a variety of water bodies including rivers, canals, streams, excavation of sand and gravel to form lakes and ponds.
- River Floodplain - Consists of low-lying river terraces and valley bottoms following the courses of the rivers throughout the county. To the north, these include the wide floodplain of the Thames. Characteristics include the presence of water in the form of rivers, with channels, open water bodies and drainage ditches; significant internal and surrounding urban influences including Built Up Areas, roads and utilities.
- Settled & Wooded Sandy Farmland - Consists of a number of character areas, covering a wide area within the north-western part of the county with land cover consisting of a mixture of farmland, woodland and settlement. Characteristics include, rolling landscape; predominately farmland, with varying degrees of

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<sup>44</sup> Surrey Landscape Character Assessment (Hankinson Duckett Associates) 2015. Available at: <https://www.surreycc.gov.uk/land-planning-and-development/countryside/strategies-action-plans-and-guidance/landscape-character-assessment>

settlement and woodland, with human influences including golf courses, horse paddocks, and nurseries; urban influence and activity from settlement and transport, increases to the north; heavily wooded in places, with heathland commons. A predominately intimate landscape, with intermittent views across farmland framed by woodland.

- Sandy Woodland - Comprises a number of dispersed character areas within the northern and western parts of the County, identified as relatively continuous tracts of woodland, with few interventions. Characteristics include an undulating landscape; predominately wooded with large mixed woodland blocks and plantations; Large lakes often secluded and within woodland; settlement is limited.

11.6 The built environment in Runnymede is dominated by a selection of small towns on the fringe of London. It largely comprises of residential and commercial development, plus supporting infrastructure, of which transportation is the most prominent. The urban areas of Runnymede lie predominantly in the east and north of the Borough comprising the settlements of Addlestone, Chertsey, Egham, Englefield Green, Ottershaw, Thorpe, Virginia Water and Woodham & New Haw. The Runnymede Design SPD<sup>45</sup> defines five different character types within the urban area. These include:

- Urban Centre - includes the commercial and retail town centres and extend beyond this along the main roads that lead to them. Characteristics include having the historic core in the main centres, linear high streets reflecting development of through routes; compact, fine grain, well defined streets and spaces, particularly designed for large numbers;
- Formal Suburban - a homogeneous feel, with house types and architecture being of a single era and consistent style. Comprises three sub-types:
  - i) Town - generally built before 1970; residential dwellings facing the street in parallel in terraces or semi-detached formations, commonly regular streets with a geometric or ordered pattern; high levels of homogeneity in type of dwelling (age, form, height, mass);
  - ii) Landscape – southern edge of Ottershaw, the northern edge of Englefield Green and in Virginia Water. generally built after 1960; residential dwellings facing the street in semi-detached or detached formations, but loosely grouped on larger than average plots; streets less well defined by buildings; greater evidence of trees and greenery influenced by a more distinctive setting; sense of space and width; commonly regular streets with a geometric or ordered pattern, or gentle curves, but with secluded cul-de-sacs;
  - iii) Riverside - particularly stretched along the Thames, especially around Egham and Hamm Court; generally built between 1920 and 1970; main streets run parallel to the river; short streets or cul-de-sacs elsewhere; plot sizes and orientation are influenced by proximity to river; clusters of buildings defined by association with river / river based uses; homogeneous suburban feel to buildings not river fronting; moderate levels of homogeneity in type of dwelling (age, form, height, mass), lower than average density.
  - iv) 21<sup>st</sup> Century Development - schemes that challenge the typical 'formal suburban' type by introducing denser and higher development. Non-

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<sup>45</sup> Runnymede Design SPD (RBC – Tibbalds) 2021. Available at: <https://www.runnymede.gov.uk/planning-policy/preparation-supplementary-planning-documents/3>

traditional materials and colours, including modular; mix of traditional and non-traditional streets.

- Dispersed - western side of the borough is less developed than the east. The wilder heathland to the south, the central wooded slopes and Windsor Great Park to the north provides a rich environment for exclusive residential living, established early in the 20th Century on the Wentworth Estate. Low density housing in dispersed arrangements of detached dwellings in large plots off adopted or estate roads; plots not necessarily adjacent, but interspersed with more open areas; privately landscaped, managed environments distinct from more naturalistic country roads; individual detached dwellings and groups of dwellings set in large private grounds, and roadside boundary treatments vary, but are infrequently natural and often landscaped.
- Commercial - pure commercial / industrial areas within Runnymede are fairly limited. The Causeway is the main area of large footprint commercial activity; there are small industrial and trading estates in Chertsey and Thorpe Industrial Estate between Thorpe village and Pooley Green / Thorpe Lea. Weybridge Business Park is off the main Weybridge Road between Addlestone and Weybridge; areas with a significant commercial or industrial element; includes business parks and industrial estates within or on the edge of settlements;
- Institutions within the Green Belt - campus style institutions; buildings generally clustered in wider landscaped grounds; often have a main building, possibly with a historic origin; large single user on a site beyond recognised settlements;

11.7 74% of the Borough lies within the Metropolitan Green Belt. This is the first open land on the south west edge of the London Metropolitan area and much of Runnymede's Green Belt is used for open land uses such as mineral working and landfill, public utilities, motorways and their intersections, educational and other institutions, research and development establishments, hotel and conference centres and large scale recreational uses, all of which were largely established before the Green Belt was designated.

### **Future Baseline**

11.8 In the absence of the plan, it is considered that many townscape features associated with the Borough will remain largely unchanged given that the existing pattern of development will remain the predominant style and form. However, population growth in Runnymede is likely to cause increased demand for housing, employment space and supporting social and community infrastructure (e.g. schools, hospitals and health centres, retail provision etc).

11.9 In the absence of the plan, town centres are likely to be areas of change given the existing allocations in the 2030 Local Plan for regeneration. Infilling and the redevelopment of areas are likely to see density gradually increase over time, although this is unlikely to occur in those areas of the Borough with a dispersed pattern of development. The advent of permitted development to change the use of offices and other employment uses to residential is likely to continue in the future, which could lead to changes in the character and function of these areas, especially in and around town centre locations and employment areas.

11.10 The 2040 Local Plan should ensure that development coming forward in the Borough is of a high quality and respects local context. Policies for the design of new development should therefore be included/retained. The 2040 Local Plan may also wish to identify areas of change in the Borough where permitted development rights could change the character and function of areas over time.



- 11.11 In the absence of the plan, allocations in the 2030 Local Plan in areas formerly designated as Green Belt, but now within the urban area will continue to come forward which is likely to change the character on the edge of settlement areas and the transition to adjoining landscapes, including at the Longcross Garden Village site. Some of these impacts will be negative in the short to medium term, as developments are constructed, and landscaping takes time to 'bed in'.
- 11.12 The extent of Green Belt designation and its associated functions will continue to be protected, even in the absence of the plan, given the general presumption against development set out in the NPPF and 2030 Local Plan. The general presumption, whilst a policy designation not a landscape or environmental designation, should also give continuing protection to the Borough's landscapes given that all land outside of the Borough's urban areas is Green Belt.
- 11.13 In this respect the 2040 Local Plan should include/retain policies for the control of development in the Green Belt and design policies should have regard to landscape character. In the event that further Green Belt release occur due to pressures from population growth, the 2040 Local Plan will need to ensure that any such areas are located sustainably, in areas of least environmental quality and plan for the transition between the urban area and adjacent landscape and its setting.
- 11.14 Based on the above, Table 11-1 sets out issues/problems, how the Local Plan can address these, if at all, and the relationship to the objectives of other relevant plans, policies and programmes.

**Table 11-1: Issues/Problems for Landscape/Townscape**

Issue/Problem	Source	How Local Plan can Address Issue	Relationship to Other PPPs
Demand for housing leads to densification of urban areas. Protection of most valued landscapes/ townscapes.	Baseline Information	2040 Local Plan should include/retain policies for high quality design in urban and non-urban areas.	<p>European Landscape Convention - landscape to be integrated into regional and town planning policies.</p> <p>A Green Future - Safeguarding and enhancing the beauty of our natural scenery and improving its environmental value.</p> <p>NPPF - The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve; recognising the intrinsic character and beauty of the countryside...</p> <p>Runnymede Corporate Business Plan - To proactively seek opportunities for regeneration in the</p>

			Borough to assist with place shaping and the enhancement of the built environment.
Permitted development of employment uses to residential changes character and function of urban areas.	Baseline Information	2040 Local Plan could consider identifying and planning for areas of change.	<p>NPPF - The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve.</p> <p>Runnymede Corporate Business Plan - To proactively seek opportunities for regeneration in the Borough to assist with place shaping and the enhancement of the built environment.</p>
Demand for housing places pressure on Green Belt and wider landscape.	Baseline Information	Should the 2040 Local Plan release Green Belt for development, allocations will need to be sustainably located, on areas of least environmental quality and have regard for the transition between the urban area and wider landscape.	<p>European Landscape Convention - landscape to be integrated into regional and town planning policies.</p> <p>A Green Future - Safeguarding and enhancing the beauty of our natural scenery and improving its environmental value.</p>

## 12. Baseline Information – Economy & Employment

- 12.1 Accessibility to London and Heathrow by rail and motorway makes Runnymede a highly desirable business location. The Borough has a strong local economic base with many commercial enterprises in the town centres, industrial estates and business parks.
- 12.2 The Runnymede economy is buoyant. The claimant count in January 2022 was 2.5%, which is lower than the South East (3.4%) and England as a whole (4.4%)<sup>46</sup>. The percentage of the population of a working age (16-64) as at 2020 is 65.4%, a slight increase compared to 65.2% in 2014 but the general trend is declining from a high of 66.7% in 2007. The working age population is however higher than the South East (60.4%) and Great Britain (61.7%)<sup>47</sup>. Census 2021 data shows that 66.3% of the Runnymede population is comprised of 15 to 64 year olds and although this is a slightly different age cohort it does corroborate 2020 data for those of working age.
- 12.3 The proportion of economically active persons in employment in Runnymede in 2021 was 78.8%, higher than the South East (77.9%) and Great Britain (74.6%)<sup>45</sup>. However, this was a fall from a high of 83.8% in 2020, which may indicate impacts on the employment sector from the Covid-19 pandemic. The number of economically inactive was 16.3%, lower than the South East (18.9%) and Great Britain (21.5%). This is an increase from 14.9% in 2020 which again may be as a result of the Covid-19 pandemic.
- 12.4 The predominant occupations of Runnymede residents in 2021 were 'Managers, Directors & Senior Officials' (25.3%) and 'Professional Occupations' (23.7%). The largest employment sectors in the Borough by employee jobs were Human Health & Social Work (13.8%), Education (12.1%), Professional, Scientific and Technical Activities (12.1%) and Information & Communication (12.1%)<sup>45</sup>. Earnings by place of work was £802 per week for Runnymede in 2021, which is substantially higher than the South East (£635) and Great Britain (£613). Runnymede also has a higher jobs density than the Greta Britain and the South East. There were 4,455 active enterprises within the borough in 2021, compared to 3,855 in 2014, a positive trend.
- 12.5 Data from the Council's Employment Land Use Database includes information on office and industrial floorspace within the major employment areas in the Borough. At the end of September 2021, the database recorded a total of approximately 525,000sqm of employment floorspace. Of this, approximately 323,000sqm (62%) was in Class E (gi and ii) uses (office and research & development), 25,000sqm (5%) was in Eqiii use (light industrial), 24,000sqm (4%) was in B2 use (general industrial) and 152,000sqm (29%) was in B8 use (storage & distribution).
- 12.6 The latest Runnymede Annual Monitoring Report 2020/21<sup>48</sup> shows that since adoption of the 2030 Local Plan there has been an increase of 11,744sqm of employment floorspace. This total is made up from an increase of 18,183sqm in office floorspace set against losses for light industrial (412sqm), general industrial (2,314sqm) and storage & distribution (3,908sqm).

<sup>46</sup> ONS. Available at:

<https://www.ons.gov.uk/employmentandlabourmarket/peoplenotinwork/unemployment/datasets/claimantcountbyunitaryandlocalauthorityexperimental>

<sup>47</sup> NOMIS. Available at: <https://www.nomisweb.co.uk/>

<sup>48</sup> Runnymede Annual Monitoring Report 2020/21. Available at: <https://www.runnymede.gov.uk/downloads/download/87/monitoring-progress-of-local-plan-policies>

[12.4.12.7](#) Further data from the Council's employment land use database (as at September 2021) identifies total vacant floorspace of 95,811sqm equating to an overall vacancy rate of 18% and within each use class as 25% for office and research & development uses, 10% for light industrial uses, 5% for general industrial uses and 8% for storage & distribution. This compares to 77,520sqm of vacant floorspace in 2015.

[12.5.12.8](#) The introduction of permitted development of offices and other employment uses to residential has seen a number of office sites in the Borough converted to residential units, although these have been limited in the designated employment areas suggesting that these areas remain attractive to business.

[12.6.12.9](#) The main retail centres in Runnymede are Addlestone, Chertsey & Egham. As at January 2022, retail vacancy rates in the Borough's centres was mixed. Table 12-1 sets out vacancy rates in each of the Borough's town centres since 2017 and how this compares to the South East and Great Britain as a whole. Table 12-1 shows that retail vacancy rates in Addlestone have fallen since 2017, Chertsey has seen no change but in Egham vacancy has risen sharply before improving in 2022, albeit that vacancy is still higher than in 2017. The vacancy rates in Chertsey and Egham are higher than the south east but lower than Great Britain.

[12.7.12.10](#) Overall new retail openings accounted for 10,102sqm between 2017-2022 with closures accounting for 15,155sqm. Persistent vacancy (vacant for 3 or more years) is highest in Egham at (2.9%), followed by Chertsey (1.6%) and Addlestone (0.8%), but all are lower than Great Britain at 4.5%.

**Table 12-1: Retail Vacancy Rates in Addlestone, Chertsey & Egham 2017-2022**

Location	Year						Trend
	2017	2018	2019	2020	2021	2022	
Addlestone	12.7%	19.2%	7.9%	7.6%	10.8%	7.9%	✓
Chertsey	11.8%	10.4%	7.7%	9.8%	10.3%	11.8%	-
Egham	4.5%	14.9%	16.1%	12.7%	18.8%	14.7%	x
South East	9.5%	9.3%	9.3%	9.2%	10.4%	10.5%	
GB	12.1%	12.3%	12.7%	13.3%	15.0%	15.7%	

[12.8.12.11](#) 58.3% of the population of Runnymede are qualified to NVQ4 and above. This compares with 45.1% for the south east and 43.1% for Great Britain<sup>45</sup>.

[12.9.12.12](#) Tourism is an important part of the local economy. The main attractions include Thorpe Park, the River Thames, the Runnymede meadows and Coopers Hill slopes (site of the Magna Carta memorial, the John F. Kennedy memorial and the Royal Air Forces Memorial), Wentworth Golf Club, Virginia Water Lake, Savill Gardens and Windsor Great Park, Thorpe Church, the site of Chertsey Abbey and St. Ann's Hill.

### Future Baseline

[12.13](#) Whilst there is some uncertainty as to how fast the economy will recover following the Covid-19 pandemic, it is likely, in the absence of the plan that over the medium to longer term the local economy will continue to grow, given the Borough's accessibility to London and Heathrow, working age population profile and high level of qualifications, continuing to make the Borough a desirable business location. As such, it is likely that the Borough's population will continue to be highly qualified and have access to high earnings with low rates of unemployment compared to other areas. Nevertheless, the 2040 Local Plan should include/retain policies to continue Runnymede's economic success.

12.1012.14 The baseline data shows that the amount of vacant employment floorspace in Runnymede has increased since 2015. However, it is uncertain whether this is a long-term trend caused by the Covid-19 pandemic or through a number of other factors e.g. high vacancy rates could be due to sites awaiting redevelopment or are low quality stock etc. Given the limited supply of general industrial floorspace in the Borough (24,000sqm), it is likely that low vacancy rates will continue in the future. Vacancy rates for light industrial and storage & distribution reasonably reflect what might be expected to account for churn in a normal market but the future baseline is considered to be uncertain depending on the longer term impacts of Covid-19 on demand.

12.1412.15 Nevertheless, the 2040 Local Plan ~~should include/retain policies to continue Runnymede's economic success, will need to~~ ensure sufficient opportunities exist for employment land/floorspace ~~to come forward to meet demand for different classes of employment floorspace where there is demand~~ and attract inward investment. This may however place pressure on the Green Belt and the 2040 Local Plan will need to balance these competing interests depending on the level of demand/supply of employment land/floorspace.

12.1212.16 The conversion of offices/employment uses to residential under permitted development is likely to continue in the future and the 2040 Local Plan will need to consider the implications of this on employment land and floorspace supply/demand and whether further protection of the Borough's most important employment areas is required.

12.1312.17 Whilst retail vacancy rates in Egham, and to some degree Chertsey are high, the Borough's town centres will continue to play a role in meeting people's day to day needs. In the absence of the plan, the regeneration of Egham through delivery of the Egham Gateway West & East sites in the 2030 Local Plan should help to improve and consolidate its retail function, vitality and viability and improve vacancy rates.

12.1412.18 The 2040 Local Plan will need to include/retain policies to ensure the continued vitality and viability of the Borough's town centres and consider whether further opportunities to consolidate their place in the retail hierarchy and improve attractiveness exist.

12.1512.19 The Borough will continue to be an attractive tourist location through its heritage assets and attractions such as Thorpe Park. The 2040 Local Plan should include/retain policies to ensure this continues and could seek opportunities to enhance the tourism offer of the Borough.

12.1612.20 Based on the above, Table 12-2 sets out issues/problems, how the Local Plan can address these, if at all, and the relationship to the objectives of other relevant plans, policies and programmes.

**Table 12-42: Issues/Problems for Economy & Employment**

Issue/Problem	Source	How Local Plan can Address Issue	Relationship to Other PPPs
Runnymede continues to be an area of high economic performance.	Baseline Information	The 2040 Local Plan should include/retain policies which maintain Runnymede's economic performance but will need to balance against travel demand.	NPPF - make sufficient provision for: employment, retail, leisure and other commercial development. Planning policies and decisions should help create the conditions in which businesses can

			invest, expand and adapt.  Runnymede Economic Strategy - Business relocation, expansion and investment in the Borough – Better infrastructure for growth – deliverables include: - Transport initiatives
Depending on need, demand for employment land/floorspace may place pressure on the Green Belt.	Baseline Information	The 2040 Local Plan will need to balance competing demands and ensure that if any Green Belt is released this is sustainably located, accessible by sustainable travel, sited on land of least environmental quality and have regard for the transition between the urban area and wider landscape.	NPPF - make sufficient provision for: employment, retail, leisure and other commercial development.
Employment floorspace losses continue through permitted development.	Baseline Information	The 2040 Local Plan will need to consider the impact of employment floorspace loss under permitted development on employment supply/demand. Policies for the protection of the Boroughs most important employments should be retained/enhanced.	NPPF - set criteria, or identify strategic sites, for local and inward investment to match the strategy and to meet anticipated needs over the plan period.  Surrey's 2050 Future Place Ambition - Safeguard our valuable economic assets, particularly employment land and premises within town centres and close to sustainable modes of transport.
Viability/Vitality of the Borough's Town Centres	Baseline Information	The 2040 Local Plan should include/retain policies which consolidate the vitality/viability of Town Centres and could seek further opportunities to improve attractiveness.	Revive & Renew - Town centres and Housing Supply – reimagined and fit for the future.  Surrey's 2050 Future Place Ambition - Promote high street revitalisation through diversification and encouraging the development of multi-functional space and the co-location of different services.

			Runnymede Economic Strategy - Town centre regeneration and management.
Tourism offer of the Borough.	Baseline Information	Policies should be included/retained which maintain/enhance the Borough's tourism offer.	None

## 13. Baseline Information - Transport

- 13.1 Government policies and strategies recognise the need to reduce travel demand and to encourage other forms of transport including active (walking and cycling) and sustainable (public transport).
- 13.2 Travel to work data from the 2011 Census shows that by far the most popular mode of transport is the private car (64%) with active/sustainable travel including walking and cycling, contributing around 23% of Runnymede resident's travel to work patterns. The percentage of Runnymede residents using a car or van to travel to work is higher than the South East (61%) or England average (57%).
- 13.3 Data from 2020<sup>49</sup> shows that dependence on the car for travel to work has increased to 67.5% and although bus patronage has risen slightly, the percentage of residents walking, cycling or using the train has decreased. A comparison of travel to work by mode between 2011 Census and the 2020 data is shown in Table 13-1.

**Table 13-1: Travel to Work by Mode of Transport**

Method*	2011 (%)	2020 (%)	Trend
Work from home	6.1%	9.80%	✓
Train/Underground/Metro	8.95%	6.44%	✗
Bus/Minibus	1.86%	2.70%	✓
Car/Van	64.47%	67.47%	✗
Passenger in Car/Van	3.82%	3.33%	✗
Bicycle	2.91%	2.25%	✗
Walking	9.85%	6.63%	✗

\* Does not include motorcycle/taxi/other forms of transport so % do not add to 100.

- 13.4 Unsurprisingly car ownership in Runnymede is high with 1.47 cars per household which is higher than the south east (1.35) and England (1.16) average. Only 14.7% of households in Runnymede are without a car or van compared to 18.6% in the south east and 25.8% in England as a whole.
- 13.5 The highway network in Runnymede is formed from the Strategic Road Network (SRN) comprising the M3, M25 motorways and part of the A30 and operated by National Highways (formerly Highway England) and the Local Road Network (LRN) operated by the Local Highways Authority (LHA), which in this case is Surrey County Council. Both the strategic and local road networks in Runnymede suffer from congestion in certain areas, especially at peak times.
- 13.6 Census data from 2011 shows that the majority of Runnymede residents work within the local authority areas of Elmbridge (9%), Spelthorne (7%) & Woking (6%) in Surrey and London Borough's of Hillingdon (5%) and Hounslow (5%), as well as Runnymede itself (34%). This indicates that 66% of journeys to work are within around 10km of the Borough.
- 13.7 There are six rail stations situated within the Borough at Addlestone, Byfleet & New Haw, Chertsey, Egham, Longcross and Virginia Water. Addlestone, Chertsey, Egham, Longcross and Virginia Water are all suburban branch lines connecting Reading & Weybridge to London Waterloo and Byfleet & New Haw is served by the South West

<sup>49</sup> ONS. Available at:

<https://www.ons.gov.uk/employmentandlabourmarket/peopleinwork/employmentandemployeetypes/datasets/methodoftraveltowork>



Mainline connecting the south coast to London Waterloo. All stations are served by services in peak hours and in the early morning/late night.

- 13.8 The Borough is served by reasonably good bus links to the wider area such as Addlestone/Chertsey/Egham/Woodham/New Haw to Staines upon Thames, Woking and Egham/Englefield Green to Windsor and Heathrow. Some areas of the Borough such as Virginia Water and Thorpe are only served by infrequent bus services.
- 13.9 Whilst not within the Borough of Runnymede, Heathrow Airport lies approximately 4km to the north east and is a major international hub airport for commercial passenger journeys and freight. Fairoaks Airfield to the south of Ottershaw is a local airfield used for private flights and flight training.

### **Future Baseline**

- 13.10 The transport evidence which supported the 2030 Local Plan<sup>50</sup> showed that the growth set out in the 2030 Local Plan, caused issues to arise on the A320, especially around St Peter's Hospital and Junction 11 of the M25. Other local routes where hotspots were identified include the A30, A308 (The Causeway), A317 (St Peters Way), A318 (Brighton Road) and B386 (Longcross Road). However, much of the local highway network appears to operate within capacity.
- 13.11 Improvements to the A320 are planned with £44m of funding secured and works are expected to be completed by 2024. As such, even in the absence of the plan, improvements to the local road network and junction 11 of the M25 will come forward, which should maintain vehicle flows on the A320 from Woking to Junction 11 of the M25. However, congestion hot spots at certain junctions and links will remain on the local road network if funding for further highway improvement is not secured, as set out in the Council's Infrastructure Delivery Plan (IDP) Schedules<sup>51</sup>. The Council has now implemented the Community Infrastructure Levy (CIL) which may aid in bringing projects forward.
- 13.12 The 2040 Local Plan will need to ensure continued support for highway projects which improve traffic flow at identified hotspots through updates to the IDP and including/retaining policies for infrastructure delivery.
- 13.13 The high levels of car ownership in Runnymede are likely to continue into the future and as such the car will still remain the main mode of transport for Runnymede residents. Since the 2011 Census the percentage of those travelling to work by car increased with a subsequent decrease in those travelling by train, walking and cycling, although the numbers working from home increased. Data on travel to work by mode of transport has yet to be released, since the Covid-19 pandemic. The pandemic may have altered some peoples working patterns, although there was already an upward trend towards working from home, prior to the pandemic, and this is likely to continue in the future. The falling trend of those walking/cycling may have improved or reversed since the Covid-19 pandemic, but this is uncertain and any changes to travel modes could be temporary in nature.
- 13.14 Given this background, the 2040 Local Plan should support strategies and projects which aim to improve the connectivity and attractiveness of active and sustainable transport infrastructure in Runnymede. This is especially the case where improvements which connect Runnymede to other areas are proposed, given that the majority of

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<sup>50</sup> A320 Corridor Study (Arcadis) 2018 & Strategic Highway Assessment Report (SCC) 2017. Available at: <https://www.runnymede.gov.uk/planning-policy/planning-policy-evidence-based-documents/14>

<sup>51</sup> Runnymede IDP Schedules (RBC) 2018. Available at: <https://www.runnymede.gov.uk/planning-policy/planning-policy-evidence-based-documents/14>

travel to work journeys (66%) are made within 10km of Runnymede and 34% within Runnymede itself and attractive active/sustainable transport choices could replace shorter journeys by car. Further, the 2040 Local Plan will need to ensure it delivers sustainable patterns of development to maximise opportunities sustainable travel choices.

- 13.15 Rail patronage appears to have fallen since 2011, and it is uncertain whether this trend will continue or whether rail patronage will increase over time. In any event capacity improvements to the rail network and stations are largely beyond the scope of the Local Plan, although support for schemes which improve rail capacity should be supported subject to local impacts.
- 13.16 Even in the absence of the plan, a third runway at Heathrow Airport may be delivered, significantly increasing the number of air passenger and freight flights with potential for increasing vehicle trips on the local and strategic road networks. However, until such time as further detail is revealed through the consenting process, the impact of a third runway on traffic impacts is uncertain. Whether a third runway is delivered or not, a new southern rail access to the airport has been proposed which may have implications for rail travel in Runnymede. However, the impacts to transport in Runnymede and more wider environmental impacts are uncertain at this stage and will depend on whether the scheme comes forward and its final route.
- 13.17 Based on the above, Table 13-2 sets out issues/problems, how the Local Plan can address these, if at all, and the relationship to the objectives of other relevant plans, policies and programmes.

**Table 13-2: Issues/Problems for Transport**

Issue/Problem	Source	How Local Plan can Address Issue	Relationship to Other PPPs
Continued prevalence of journeys made by car and high levels of car ownership.	Baseline Information	The 2040 Local Plan should include/retain policies giving support for highway improvement schemes through an updated IDP as well as schemes/projects which aim to improve the attractiveness and connectivity of active/sustainable transport infrastructure. The 2040 Local Plan should also deliver sustainable patterns of development to maximise sustainable travel choices and reduce travel demand.	<p>Gear Change – Cycling and walking will be the natural first choice for many journeys with half of all journeys in towns and cities being cycled or walked by 2030. Ensure active travel is embedded in wider policy making.</p> <p>Decarbonising Transport - We will deliver a world class cycling and walking network in England by 2040.</p> <p>NPPF – Significant development should be focused on locations which are or can be made sustainable.</p> <p>Revive &amp; Renew - New Transport &amp; Smart Mobility – Covid19-safe, sustainable,</p>

			<p>delivering good connectivity.</p> <p>Transport Strategy for the South East - Integrated approach to land use and transport planning; A network that promotes active travel; Reduce congestion and encourage further shifts to public transport; A reduction in the need to travel, particularly by private car.</p> <p>Surrey's 2050 Place Ambition - Improve connectivity both within Surrey and between strategically important hubs.</p> <p>Draft Surrey Local Transport Plan 4 - Ensure that new development is focussed around sustainable travel options.</p>
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## 14. Baseline Information – Waste

- 14.1 Runnymede Borough Council is the waste collection authority in Runnymede, whilst Surrey County Council is the waste disposal authority. The Borough Council only collects waste from households and does not collect any commercial, industrial or hazardous waste.
- 14.2 Government statistics<sup>52</sup> show that total waste collected in Runnymede in 2020/21 was 32,332 tonnes which compares to 29,042 tonnes in 2014/15 an increase of 3,290 tonnes per annum and a negative trend. However, Runnymede had the highest percentage increase in waste recycling in 2020/21 in England, with rates increasing from 43.8% in 2019/2020 to 49% in 2020/21, a 5.2% increase and positive trend. This compares to 46.1% for the south east and 42.3% for England.
- 14.3 The Surrey Waste Local Plan 2020<sup>53</sup> allocates a site at Trumps Farm, Longcross for a Household Waste Materials Recycling Facility (MRF) for up to 50,000 tonnes per annum.

### Future Baseline

- 14.4 The Surrey Waste Plan estimates that waste arisings from Local Authority Collected Waste across Surrey will increase in the period 2017-2035 by 30,000 tonnes. Coupled with this, the increase in population is likely to see levels of waste collected from Runnymede continue to increase into the future, even in the absence of the Plan.
- 14.5 The increase in recycling rates could continue into the future, given that recycling targets at a national level and within the Surrey Waste Plan are currently higher than the 49% recorded for Runnymede in 2020/21.
- 14.6 Whilst waste planning is largely beyond the scope of the Local Plan, given the trend of increasing waste arisings and that higher rates of recycling will be required to hit targets, the 2040 Local Plan should include/retain policies which ensure that sufficient space for waste storage is delivered.
- 14.7 Based on the above, Table 14-1 sets out issues/problems, how the Local Plan can address these, if at all, and the relationship to the objectives of other relevant plans, policies and programmes.

**Table 14-1: Issues/Problems for Waste**

Issue/Problem	Source	How Local Plan can Address Issue	Relationship to Other PPPs
Waste levels continue to increase.	Baseline Information	2040 Local Plan should include/retain policies which deliver waste storage within development proposals.	National Planning Policy for Waste - ensuring the design and layout of new residential and commercial development and other infrastructure complements sustainable waste management, including

<sup>52</sup> Gov.uk. Available at: <https://www.gov.uk/government/statistical-data-sets/env18-local-authority-collected-waste-annual-results-tables>

<sup>53</sup> Surrey Waste Local Plan (SCC) 2020. Available at: <https://www.surreycc.gov.uk/land-planning-and-development/minerals-and-waste/waste-plan>

			the provision of appropriate storage and segregation facilities to facilitate high quality collections of waste.
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## 15. Sustainability Framework

- 15.1 The sustainability framework is a decision aiding tool to ensure the consistent appraisal of Local Plan policy options, policies, allocations and other elements which make up the plan. The framework sets out a series of sustainability objectives and decision aiding criteria, to determine the sustainability and likely environmental impacts of the plan on the environment. The objectives and criteria in the sustainability framework are based on the review of the relevant plans, policies and programmes, baseline information and issues/problems identified.
- 15.2 Table 15-1 includes a set of SA/SEA objectives and associated decision aiding criteria, derived from the objectives and criteria of the SA Framework adopted for the 2030 Local Plan. This is in order to maintain continuity with previous SA assessments.
- 15.3 It is considered that the objectives and decision-making criteria adopted for the 2030 Local Plan remain just as relevant for appraising the 2040 Local Plan. However, some of the objectives and criteria have been refined as a result of other plans, ~~/policies~~ and programmes and baseline information.

**Table 15-1: Proposed SA Framework**

SA Objectives	Decision Aiding Criteria
<p>SA Objective 1: To conserve and enhance biodiversity, habitats and species and ecosystem services, including green &amp; blue infrastructure</p>	<p>Will it avoid potential impacts of development on designated sites?</p> <p>Will it avoid net loss of and achieve enhancement of ecological resources and services?</p> <p>Will it avoid habitat fragmentation?</p> <p>Will it lead to development which incorporates or enhances biodiversity, green and blue infrastructure and its connectivity? <del>into the design e.g. linking green corridors, incorporation of habitats etc.?</del></p> <p>Will it help achieve delivery of Local Nature Recovery Strategies and enhancement of Biodiversity Opportunity Areas/Priority Habitat?</p>
<p>SA Objective 2: to protect and improve the health and well-being of the population and reduce inequalities in health</p>	<p>Will it help to address pockets of deprivation and child poverty?</p> <p>Will it improve access to healthcare?</p> <p>Will it provide for the needs of an ageing population and those with specialist needs?</p> <p>Will it facilitate opportunities to achieve active lifestyles and prevent obesity?</p> <p>Will it improve opportunities to access green &amp; blue infrastructure, outdoor/indoor sports, leisure and recreation?</p> <p>Will it protect and enhance community facilities and services?</p>

	<p><u>Will it safeguard human health and well-being by promoting climate change resilience through sustainable siting, design, landscaping and infrastructure?</u></p> <p>Will it improve opportunities to access community facilities and services?</p> <p>Will it support local sustainable food production, including the provision of allotments and community gardening?</p>
SA Objective 3: to protect soil and minerals resources	<p>Will it ensure that mineral resources are not sterilised?</p> <p>Will it avoid environmental effects from mineral abstraction on sensitive receptors?</p> <p>Will it <b>make the most effective use of land and</b> achieve efficiency in land use and avoid the development of greenfield land over the redevelopment of previously developed land and buildings?</p> <p>Will it provide opportunities for remediating/mitigating despoiled, degraded, derelict, contaminated and unstable land?</p> <p>Will it avoid the loss of the most valuable agricultural land?</p> <p>Will it minimise waste arisings and facilitate recycling?</p>
SA Objective 4: to improve water quality and efficiency?	<p>Will it ensure developments are water efficient <b>and include opportunities for water recycling, water stewardship and water sensitive design where appropriate?</b></p> <p>Will it help to improve water quality?</p> <p><u>Will it minimise inappropriate development in Source Protection Zones?</u></p>
SA Objective 5: to increase resilience to climate change, including flood risk	<p>Will it ensure that people, property and businesses are protected from flooding, <u>taking into account the impacts of climate change?</u></p>



	<p>Will development incorporate SUDS, <u>Natural Flood Management schemes and flood resilient design</u>?</p> <p>Will it lead to developments which are designed to be resilient to hotter, drier summers and warmer, wetter winters?</p>
SA Objective 6: to reduce air and noise pollution	<p>Will it ensure that development minimises exposure to poor air quality and noise pollution <b>and does not add to air/noise pollution in the wider area</b>?</p> <p>Will it avoid contributing to congestion <b>and reduce travel demand</b>?</p> <p>Will it facilitate the incorporation of electric vehicle charging points into new developments or ensuring they can be retrofitted?</p>
SA Objective 7: reduce greenhouse gas emissions	<p>Will it ensure that new developments are designed to achieve high levels of energy efficiency?</p> <p>Will it prioritise access to <b>and improve connectivity</b> by good public transport and safe/<b>attractive</b> walking and cycling <b>facilities</b> infrastructure (including segregated cycle lanes), over facilities for private cars?</p> <p><b>Will it help to achieve walkable neighbourhoods?</b></p> <p>Will it increase renewable/<b>low carbon</b> energy generation?</p> <p><b>Will it provide opportunities to reduce carbon emissions and provide carbon capture/sinks?</b></p> <p><u>Will it promote waste reduction, the use of sustainably sourced materials and re-use of resources in construction and renovation?</u></p>
SA Objective 8: to sustain economic growth and competitiveness across the Borough	<p>Will it support a dynamic and diverse economy?</p> <p>Will it stimulate economic growth in deprived areas?</p> <p>Will it support low environmental impact business sectors?</p>

	<p>Will it contribute to the provision of opportunities for employment and improvements in educational attainment and skills development?</p> <p>Will it maintain and enhance the vitality/viability and retail function of the Borough's town and local centres?</p> <p>Will it support the Borough's tourist attractions?</p>
<p>SA Objective 9: to ensure the provision of high quality, sustainable constructed and affordable homes and necessary community infrastructure</p>	<p>Will it provide viable and deliverable good quality and affordable housing to meet identified needs?</p> <p>Will it ensure the protection, enhancement or delivery of necessary community infrastructure?</p> <p>Will it protect, enhance or provide delivery of infrastructure services and facilities?</p> <p>Will it achieve development that demonstrates sustainable design and construction including efficient use of materials?</p>
<p>SA Objective 10: to protect and enhance the Borough's historic and cultural assets</p>	<p>Will it ensure that development avoids adverse effects on heritage assets, archaeology and Conservation Areas?</p> <p>Will it enhance and promote the Borough's heritage assets and their setting?</p> <p>Will it protect or enhance the Borough's cultural facilities/services?</p> <p>Will it improve access to the Borough's cultural facilities/services?</p> <p><del>Will it ensure that development is well-designed and is well-related to the surrounding townscape?</del></p>

<p>SA Objective 11: to protect and enhance open space and the landscape/<b>townscape</b> character of the Borough</p>	<p>Will it protect and enhance landscape character?</p> <p><b>Will it ensure that development is of high quality and inclusive design and is well- related to the surrounding townscape?</b></p> <p>Will it ensure the quality of and provision of suitable open space, where need is identified?</p>
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## 16. Next Steps

~~16.1 The draft scoping report will now be subject to public consultation. If consultees suggest changes to the scope of the assessment these changes will be considered by the Council before issuing a final Scoping Report.~~

~~16.2~~16.1 The next stage of the SA will be assessment at the Issues and Options stage (Regulation 18) of Local Plan preparation. ~~and this will begin later in 2022. It is intended that an -The Issues and Options paper and accompanying SA report will be subject to public consultation later in 2022. will be prepared and therefore following the completion of the SA at this stage, the SA Report and the Issues and Options paper will be published for consultation.~~

### Monitoring

~~16.3~~16.2 A framework for monitoring the significant effects of the 2040 Local Plan will be proposed in the SA/SEA at Issues & Options stage. The framework will be clearly linked to the objectives in the SA/SEA framework and be directly linked to significant effects.



## **Appendix A**

# **Review of Plans, Policies & Programs Relevant to the 2040 Local Plan**

Plan or Programme	Objectives, Targets or Key Message
<b>Biodiversity (including Fauna &amp; Flora) &amp; Green/Blue Infrastructure</b>	
<p><b>Summary of the Local Plan’s (LP) relationship to biodiversity:</b>  The review of the Local Plan should, as far as it is able to do so, retain/strengthen or include policies/actions to aid in the protection and enhancement of biodiversity by minimising risks to habitat condition, fragmentation and loss as a result of development. The Local Plan should seek to provide net gains in biodiversity, retain and enhance priority habitats, support biodiversity opportunity areas (BOAs), contribute to resilient ecological networks as well as supporting and aiding delivery of Nature Recovery Strategies. The Local Plan should also seek to protect, enhance and provide a coherent green/blue infrastructure network and connectivity. A Habitat Regulations Assessment (HRA) will need to be undertaken.</p> <p>The SA should include objectives that addresses protection and enhancement of biodiversity, habitats, green/blue infrastructure and consideration of ecosystem services and ecological networks as well as biodiversity net gains. The SA should carefully consider the location of potential allocations and consider other policy effects which could impact upon biodiversity and the green/blue infrastructure network.</p>	
Strategic Plan for Biodiversity 2011-2020 (United Nations) 2010	<p>Sets out a vision that  ‘By 2050, biodiversity is valued, conserved, restored and wisely used, maintaining ecosystem services, sustaining a healthy planet and delivering benefits essential for all people’</p> <p>The Strategic Plan has 5 strategic goals:  A: Address the underlying causes of biodiversity loss by mainstreaming biodiversity across government and society;  B: Reduce the direct pressures on biodiversity and promote sustainable use;  C: Improve the status of biodiversity by safeguarding ecosystems, species and genetic diversity;  D: Enhance the benefits to all from biodiversity and ecosystem services;  E: Enhance implementation through participatory planning, knowledge management and capacity building</p>
A Green Future: Our 25 Year Plan to Improve the Environment (HM Government) 2018	Policies will focus on...Recovering nature and enhancing the beauty of landscapes.

Plan or Programme	Objectives, Targets or Key Message
	<p>Achieve a growing and resilient network of land, water and sea that is richer in plants and wildlife. On land and in freshwaters, we will do this by:</p> <ul style="list-style-type: none"> <li>- Restoring 75% of our one million hectares of terrestrial and freshwater protected sites to favourable condition, securing their wildlife value for the long term.</li> <li>- Creating or restoring 500,000 hectares of wildlife-rich habitat outside the protected site network, focusing on priority habitats as part of a wider set of land management changes providing extensive benefits.</li> <li>- Taking action to recover threatened, iconic or economically important species of animals, plants and fungi, and where possible to prevent human induced extinction or loss of known threatened species in England and the Overseas Territories.</li> <li>- Increasing woodland in England in line with our aspiration of 12% cover by 2060: this would involve planting 180,000 hectares by end of 2042.</li> </ul> <p>Actions we will take include:</p> <ul style="list-style-type: none"> <li>- Making sure that existing requirements for net gain for biodiversity in national planning policy are strengthened</li> </ul> <p>Environmental protections already enshrined in national planning policy will be maintained and strengthened.</p> <p>New development will happen in the right places, delivering maximum economic benefit while taking into account the need to avoid environmental damage. We will protect ancient woodlands and grasslands, high flood risk areas and our best agricultural land.</p>
Biodiversity 2020: A strategy for England's wildlife and ecosystem services (DEFRA) 2011	Halt overall loss of England's biodiversity by 2020; support healthy well-functioning ecosystems and establish coherent ecological networks.
The Conservation of Habitats and Species Regulations 2017	Regulation 63 requires Appropriate Assessment of plans and projects likely to have a significant effect on a National Site Network site.



Plan or Programme	Objectives, Targets or Key Message
Environment Act 2021	Sets out a requirement for Biodiversity Net Gain and a requirement to prepare Local Nature Recovery Strategies.
Wildlife & Countryside Act 1981	Prohibits taking, injuring, killing and disturbing wildlife. It is also an offence to disturb places used for shelter and protection.
Natural Environment & Rural Communities Act 2006	<p>Section 40(1) Every public authority must in exercising its functions, have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity.</p> <p>Section 40(3) Conserving biodiversity includes, in relation to a living organism or type of habitat, restoring or enhancing a population or habitat.</p>
National Planning Policy Framework (NPPF) 2021	<p>Para 20 - Strategic policies should set out an overall strategy for the pattern, scale and design quality of places, and make sufficient provision for... conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure.</p> <p>Para 99 - Existing open space, sports and recreational buildings and land, including playing fields, should not be built on (save in certain circumstances).</p> <p>Para 174 - Planning policies and decisions should contribute to and enhance the natural and local environment by...protecting and enhancing valued landscapes, sites of biodiversity... wider benefits from natural capital and ecosystem services... minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.</p> <p>Para 175 - Plans should: distinguish between the hierarchy of international, national and locally designated sites; allocate land with the least environmental or amenity value, where consistent</p>

Plan or Programme	Objectives, Targets or Key Message
	<p>with other policies in this Framework; take a strategic approach to maintaining and enhancing networks of habitats and green infrastructure; and plan for the enhancement of natural capital at a catchment or landscape scale across local authority boundaries.</p> <p>Para 179 - To protect and enhance biodiversity and geodiversity, plans should:</p> <p>b) promote the conservation, restoration and enhancement of priority habitats, ecological networks and the protection and recovery of priority species; and identify and pursue opportunities for securing measurable net gains for biodiversity.</p>
Planning Practice Guidance (PPG) Natural Environment 2019	Plans, and particularly those containing strategic policies, can be used to set out a suitable approach to both biodiversity and wider environmental net gain, how it will be achieved, and which areas present the best opportunities to deliver gains.
The State of Natural Capital: Restoring our Natural Assets 2014	<p>The report identifies that:</p> <p>some assets are currently not being used sustainably and the benefits that we derive from them are at risk;</p> <p>there are major economic benefits to be gained from natural capital and that their value should be incorporated into decision-making;</p> <p>and</p> <p>a long-term restoration plan is necessary to maintain and improve natural capital for future generations.</p>
South East Plan 2009	Policy NRM6 - Specific policy dealing with the Thames Basin Heaths SPA which sets out the principles of avoidance measures and exclusion zones.
Thames Basin Heaths Delivery Framework 2009	<p>Objectives of the Framework are to recommend: -</p> <p>A consistent approach to the protection of the SPA from the significant effects of residential;</p> <p>The type and extent of residential development that may have a significant effect either alone or in combination on the SPA;</p> <p>Key criteria for the delivery of avoidance measures</p>

Plan or Programme	Objectives, Targets or Key Message
The State of Surrey's Nature (Surrey Nature Partnership) 2017	For the entire species sample of 4,242 species: 11.5% locally extinct. 4% threatened 3% near threatened 14% declining
Surrey's 2050 Place Ambition v2 draft (Surrey Future) 2021	Priority - Invest in natural capital and deliver nature recovery Organisations such as Surrey County Council, Surrey Wildlife Trust and district and borough councils will continue to work together to avoid adverse effects on the environment, improve resilience to climate change and invest in natural capital by: <ul style="list-style-type: none"> <li>- Recognising the importance of natural capital and the role of ecosystem services and pursuing opportunities for improving biodiversity and the air and water environment alongside new development.</li> <li>- Creating a coherent connected network of accessible multi-functional greenspaces.</li> <li>- Providing Suitable Alternative Natural Greenspace to mitigate the impacts of new housing development on the SPAs which also delivers new accessible and good quality green infrastructure.</li> </ul>
<b>Population &amp; Human Health</b>	
<p><b>Summary of the Local Plan's (LP) relationship to population &amp; human health</b></p> <p>The Local Plan review, as far as it is able to do so, should retain, strengthen and/or implement policies/actions to prioritise health &amp; well-being, through encouraging and/or creating opportunities for physical exercise for all abilities, creating healthier choices, provision of affordable housing and housing for different groups of the population and by providing a good quality built environment and well-designed communities which are safe and accessible by walking, cycling and public transport.</p> <p>The SA framework should include objectives addressing the need to protect human health and promote well-being. The potential effects of the Local Plan on health may include opportunities for access to better health care services, access to good quality affordable housing and housing for specific groups, opportunities for physical/mental well-being through exercise and/or informal/formal recreation</p>	

Plan or Programme	Objectives, Targets or Key Message
opportunities, food production/consumption choices as well as safe and connected communities accessible by active travel such as walking/cycling.	
Sustainable Development Goals (UN)	Goal 3 Good Health & Well-being - Ensuring healthy lives and promoting the well-being for all at all ages is essential to sustainable development.
Build Back Better (UK Government) 2021	<p>Plan for healthcare involves i) tackling the electives backlog, ii) putting the NHS back on a sustainable footing and iii) increasing the focus on prevention.</p> <p>While the Government's immediate priorities for the NHS must be dealing with COVID-19 and recovering the elective backlog, its long-term priority remains shifting the NHS toward prevention. Prevention must be a central principle in delivering a sustainable NHS and levelling up. This means fixing the underlying causes of ill-health that are contributing to health spending increases and worsening outcomes. Improving the health of communities is vital to resilience against future health threats.</p>
NHS Long Term Plan	<p>Local NHS organisations will increasingly focus on population health and local partnerships with local authority-funded services, through new Integrated Care Systems (ICSs) everywhere.</p> <p>New integrated care systems (ICSs) will help deliver programmes as the NHS continues to move from reactive care towards a model embodying active population health management. ICSs – including the devolved health and care systems in Greater Manchester and Surrey Heartlands – will also provide stronger foundations for working with local government and voluntary sector partners on the broader agenda of prevention and health inequalities.</p>
Beating Crime Plan (UK Government) 2021	We will design crime and disorder out of areas by setting national security standards on building and area design nationally. We have embedded security standards and crime prevention principles within the National Model Design Code and are developing minimum standards as part of the review of the Housing, Health & Safety Rating System to ensure domestic security is not just a privilege to some. The Social Housing White Paper also announced

Plan or Programme	Objectives, Targets or Key Message
	a review of the Decent Homes Standard. As part of that review, we want to explore how we can go further in using the Decent Homes Standard to keep social housing residents secure and help tackle anti-social behaviour.
A Green Future: Our 25 Year Plan to Improve the Environment (HM Government) 2018	<p>We will:</p> <p>Help people improve their health and wellbeing by using green spaces including through mental health services.</p> <p>'Green' our towns and cities by creating green infrastructure and planting one million urban trees.</p>
National Planning Policy framework (NPPF) 2021	<p>Para 20 - Strategic policies should set out an overall strategy for the pattern, scale and design quality of places, and make sufficient provision for:</p> <p>housing (including affordable housing), employment, retail, leisure and other commercial development...</p> <p>community facilities (such as health, education and cultural infrastructure);</p> <p>Para 92 - Planning policies and decisions should aim to achieve healthy, inclusive and safe places which:</p> <p>Promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other;</p> <p>Are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion.</p> <p>Para 93 - To provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should:</p> <p>Plan positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments;</p>

Plan or Programme	Objectives, Targets or Key Message
	<p>take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community.</p> <p>Para 97 - Planning policies and decisions should promote public safety and take into account wider security and defence requirements...</p> <p>Para 98 - Access to a network of high quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities...</p>
<p>Planning Policy for Traveller Sites (PPTS) 2015</p>	<p>Para 3 - Government's overarching aim is to ensure fair and equal treatment for travellers, in a way that facilitates the traditional and nomadic way of life of travellers while respecting the interests of the settled community.</p> <p>Para 9 - Local planning authorities should set pitch targets for gypsies and travellers and plot targets for travelling showpeople which address the likely permanent and transit site accommodation needs of travellers in their area.</p> <p>Para 13 - Sets out a range of criteria to take into account when setting policies for travellers including promoting peaceful and integrated co-existence, promote access to health and education and consider the effect of the local environment on health, avoid placing pressure on infrastructure and avoid areas of flood risk.</p>
<p>Planning Practice Guidance (PPG): Healthy &amp; Safe Communities 2019</p>	<p>Planning Practice Guidance</p> <p>Para 001 - Planning and health need to be considered together in two ways: in terms of creating environments that support and encourage healthy lifestyles, and in terms of identifying and securing the facilities needed for primary, secondary and tertiary care, and the wider health and care system (taking into account the changing needs of the population).</p> <p>Para 004 - Local planning authorities can have a role by supporting opportunities for communities to access a wide range of healthier food production and consumption choices.</p>

Plan or Programme	Objectives, Targets or Key Message
	Para 009 - Planning provides an important opportunity to consider the security of the built environment, those that live and work in it and the services it provides.
Planning Practice Guidance (PPG): Housing Needs of Different Groups (2019)	Para 001 - Plan-making authorities should assess the need for housing of different groups and reflect this in planning policies.
Joint Strategic Needs Assessment 2019	<p>The health, welfare, planning and housing authorities in Surrey need to work collectively to:</p> <p>Identify all available opportunities to increase affordable housing supply e.g. by using public land and assets to provide new schemes.</p> <p>Influence the type of housing supply (both public and private) to ensure it meets identified needs and current gaps in provision.</p>
Surrey Public Health Plan 2020-21 (SCC)	Objective - Promote healthy, inclusive and safe places through planning policies/decisions.
Surrey Health & Wellbeing Strategy (Surrey Health & Wellbeing Board) 2020	<p>Vision - By 2030 we want Surrey to be a uniquely special place where everyone has a great start to life, people live healthy and fulfilling lives, are enabled to achieve their full potential and contribute to their community, and no one is left behind.</p> <p>Our ambitions for our place are:</p> <p>Residents live in clean, safe and green communities, where people and organisations embrace their environmental responsibilities.</p> <p>Everyone has a place they can call home, with appropriate housing for all.</p> <p>Priorities include:</p> <p>Helping people in Surrey to lead healthy lives</p> <p>Empowering our citizens to lead healthier lives. This includes individual lifestyle factors, but also considers built environments and how that impacts on health. This priority area is entirely focused on prevention, and about creating healthy and proactive people who take ownership of their health.</p>

Plan or Programme	Objectives, Targets or Key Message
	<p>Supporting the mental health and emotional wellbeing of people in Surrey.</p> <p>Enabling the emotional wellbeing of our citizens by focusing on preventing poor mental health and supporting those with mental health needs. Empowering people to seek out support where required to prevent further escalation of need, but this priority is also about creating communities and environments that support good mental health.</p> <p>Outcomes we're aiming to achieve:</p> <p>People are supported to live independently for as long as possible;</p> <p>Everyone lives in adequate housing;</p> <p>People have a healthy weight and are active</p>
Community Vision for Surrey in 2030 (SCC) 2018	<p>By 2030 we want Surrey to be a uniquely special place where everyone has a great start to life, people live healthy and fulfilling lives, are enabled to achieve their full potential and contribute to their community, and no one is left behind.</p> <p>We want our county's economy to be strong, vibrant and successful and Surrey to be a great place to live, work and learn. A place that capitalises on its location and natural assets, and where communities feel supported and people are able to support each other.</p> <p>Ambitions for Place:</p> <ul style="list-style-type: none"> <li>- Residents live in clean, safe and green communities, where people and organisations embrace their environmental responsibilities.</li> <li>- Journeys across the county are easier, more predictable and safer.</li> <li>- Everyone has a place they can call home, with appropriate housing for all.</li> <li>- Businesses in Surrey thrive.</li> <li>- Well-connected communities, with effective infrastructure, that grow sustainably.</li> </ul>



Plan or Programme	Objectives, Targets or Key Message
Accommodation with Care and Support Strategy (SCC)	SCC's ambition is to commission accommodation with care and support for both adults with a learning disability and/or autism and older people that is focused on enabling independence and maximising individual choice and control.
Runnymede Housing Strategy Statement 2021-2026 (RBC)	<p>Aspiration is for sufficient and affordable, good quality housing that is accessible and suitable for local people in Runnymede.</p> <p>Aim to:</p> <p>Ensure good quality affordable housing is available to local people in both the social and private sector;</p> <p>Increase the provision of affordable housing including low cost home ownership.</p>
<b>Land &amp; Soil</b>	
<p><b>Summary of the Local Plan's (LP) relationship to land &amp; soil</b></p> <p>The Local Plan review, as far as it is able to do so, should retain, strengthen and/or implement policies/actions which prioritise the development of brownfield land, makes the best use of land, promotes mixed use development, protects the most valuable agricultural land and seeks opportunities for remediating/mitigating despoiled, degraded, derelict, contaminated and unstable land. The Local plan could also include policies/actions for healthy food production and protection/enhancement of green/blue infrastructure.</p> <p>The SA framework should include objectives addressing the protection of soil and land.</p>	
A Green Future: Our 25 Year Plan to Improve the Environment (HM Government) 2018	<p>Policies will focus on:</p> <p>Using and managing land sustainably.</p> <p>Ensure that resources from nature, such as food, fish and timber, are used more sustainably and efficiently. We will do this by:</p> <p>Improving our approach to soil management: by 2030 we want all of England's soils to be managed sustainably, and we will use natural capital thinking to develop appropriate soil metrics and management approaches.</p> <p>We will:</p> <p>Improve soil health, and restore and protect peatlands</p>

Plan or Programme	Objectives, Targets or Key Message
	<p>Environmental protections already enshrined in national planning policy will be maintained and strengthened.</p> <p>New development will happen in the right places, delivering maximum economic benefit while taking into account the need to avoid environmental damage. We will protect ancient woodlands and grasslands, high flood risk areas and our best agricultural land.</p>
Safeguarding our Soils: A Strategy for England (DEFRA) 2009	By 2030, all England's soils will be managed sustainably and degradation threats tackled successfully. This will improve the quality of England's soils and safeguard their ability to provide essential services for future generations.
Environmental Protection Act (1990)	To provide an improved system for the identification of land that is posing unacceptable risks to health or the environment and for securing remediation where necessary.
National Planning policy Framework (NPPF) 2021	<p>Para 119 - Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously developed or 'brownfield' land.</p> <p>Para 120 - Planning policies and decisions should:</p> <ul style="list-style-type: none"> <li>a) encourage multiple benefits from both urban and rural land, including through mixed use schemes and taking opportunities to achieve net environmental gains...</li> <li>b) recognise that some undeveloped land can perform many functions, such as for wildlife, recreation, flood risk mitigation, cooling/shading, carbon storage or food production;</li> <li>c) give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land;</li> </ul> <p>Para 124 - Planning policies and decisions should support development that makes efficient use of land...</p>

Plan or Programme	Objectives, Targets or Key Message
	<p>Para 174 - Planning policies and decisions should contribute to and enhance the natural and local environment by:</p> <ul style="list-style-type: none"> <li>a) protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils...</li> <li>e) preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil pollution or land instability.</li> <li>f) remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.</li> </ul>
Planning Practice Guidance (PPG): Natural Environment 2019	Para 001 - Planning policies and decisions should take account of the economic and other benefits of the best and most versatile agricultural land.
<b>Water</b>	
<p><b>Summary of the Local Plan's (LP) relationship to water</b></p> <p>The Local Plan review, as far as it is able to do so, should retain, strengthen and/or implement policies/actions relating to sustainable use of water/water efficiency as well as protecting and aiding opportunities to improve water quality. The Local Plan should also seek to minimise the risks from and to development by avoiding inappropriate development in areas of flood risk as well as pursue sustainable drainage and minimise run-off. Protection and enhancement of blue infrastructure assets/connections should also be included including flood protection measures where possible.</p> <p>The SA should include objectives that promote the protection and enhancement of the water environment &amp; blue infrastructure including reducing flood risk from all sources, water quality and efficiency.</p>	
The Water Environment Regulations 2017	Regulations for protecting and improving the water environment including key objectives for water bodies, the deadlines by which they must be achieved and the exemptions which may be relied on.
A Green Future: Our 25 Year Plan to Improve the Environment (HM Government) 2018	<p>25 Year Goals include achieving clean and plentiful water by:</p> <p>Improving at least three quarters of our waters to be close to their natural state as soon as is practicable by:</p> <p>Reducing the damaging abstraction of water from rivers and groundwater, ensuring that by 2021 the proportion of water bodies with enough water to support environmental standards increases</p>

Plan or Programme	Objectives, Targets or Key Message
	<p>from 82% to 90% for surface water bodies and from 72% to 77% for groundwater bodies.</p> <p>Reaching or exceeding objectives for rivers, lakes, coastal and ground waters that are specially protected, whether for biodiversity or drinking water as per our River Basin Management Plans...</p>
<p>Future Water - The Government's water strategy for England (DEFRA) 2008</p>	<p>By 2030 at the latest, there is improved quality of the water environment and the ecology which it supports; sustainably managed risks from flooding; more effective management of surface water and sustainable use of water resources.</p>
<p>National Planning Policy Framework (NPPF) 2021</p>	<p>Para 174 - Planning policies and decisions should contribute to and enhance the natural and local environment by:</p> <p>preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of water pollution. Development should, wherever possible, help to improve local environmental conditions such as air and water quality.</p>
<p>Thames River Basin District Management Plan (Environment Agency) 2015</p>	<p>One of the main purposes of the plan is to prevent water bodies deteriorating, sets out legally binding objectives for each quality element in every water body, including an objective for the water body as a whole with the default objective is good status.</p> <p>Sets out actions to improve water quality. Future aims for the River Wey include implementing Lower Wey Oxbow Restoration Project to enhance and restore the main Wey river channel and Wey Diffuse Advice Project throughout the catchment.</p>
<p>Thames Catchment Flood Management Plan (Environment Agency) 2009</p>	<p>Aim is to promote more sustainable approaches to managing flood risk. Will be delivered through a combination of different approaches. Identifies that over 5,000 properties in Runnymede at risk in a 1% annual probability river flood.</p>
<p><a href="#">Thames Abstraction Licensing Strategy (Environment Agency) 2019</a></p>	<p><a href="#">Identifies the Thames having restricted 'Water available for licensing'.</a></p>

Plan or Programme	Objectives, Targets or Key Message
River Wey Catchment Abstraction Management Strategy (Environment Agency) 2019	Identifies the Wey having restricted 'Water available for licensing'
Water Resource Management Plan (Affinity Water) 2020	We will put in place actions to help customers reduce their water use from an average of 152 litres of water per person per day to 129 litres by 2025. We aim to reduce water use to between 110 and 120 litres per person per day by 2045, if this is affordable for customers and delivered in a way that is acceptable to them.
Surrey Local Flood Risk Management Strategy 2017-2032 (SCC) 2017	<p>Vision</p> <p>To make Surrey more resilient to flooding on a long-term basis through a co-ordinated approach with residents and partners.</p> <p>Relevant objectives include:</p> <p>Objective 6: Planning</p> <p>We will reduce the risk of flooding to and from development through local planning policy and processes. To achieve this we will:</p> <p>Influence policy and advise Local Planning Authorities on managing flood risk</p> <p>Take viable opportunities to utilise existing and new development to reduce flood risk</p>
<b>Air &amp; Noise</b>	
<p><b>Summary of the Local Plan's (LP) relationship to air &amp; noise</b></p> <p>The Local Plan review should, as far as it is able to do so, retain, strengthen and/or implement policies/actions to maintain and/or improve air quality through minimising travel demand, promoting active/sustainable forms of travel, delivery of EV charging points and/or other innovations in development. The Local Plan should seek opportunities to improve connectivity between places so that the number of journeys by car can be reduced to ease congestion, improve noise levels and improve local air quality. The location of development including any allocations should carefully consider issues of noise nuisance both to and from development.</p> <p>The SA should include objectives relating to noise and air emissions.</p>	
Global Air Quality Guidelines (WHO) 2021	Sets out recommendations for interim targets for six air pollutants.
Environmental Noise Guidelines for the European Region (WHO) 2018	Sets out recommendations for average and night time noise limits from sources such as road traffic (53db & 45db), railway (54db &

Plan or Programme	Objectives, Targets or Key Message
	<p>44db), aircraft (45db &amp; 40db) and leisure noise (70db yearly average).</p> <p>Guiding principles: reduce, promote, coordinate and involve</p> <ul style="list-style-type: none"> <li>• Reduce exposure to noise, while conserving quiet areas.</li> <li>• Promote interventions to reduce exposure to noise and improve health.</li> <li>• Coordinate approaches to control noise sources and other environmental health risks.</li> <li>• Inform and involve communities potentially affected by a change in noise exposure.</li> </ul>
Clean Air Strategy (DEFRA) 2021	<p>By implementing the policies in this Strategy, we will reduce PM2.5 concentrations across the UK, so that the number of people living in locations above the WHO guideline level of 10 µg/m<sup>3</sup> is reduced by 50% by 2025.</p> <p>We will commit to a new target for the reduction of damaging deposition of reactive forms of nitrogen and review what longer term targets should be to further tackle the environmental impacts of air pollution.</p> <p>We will provide guidance for local authorities explaining how cumulative impacts of nitrogen deposition on natural habitats should be mitigated and assessed through the planning system.</p>
Road to Zero (HM Government) 2018	<p>Our mission is to put the UK at the forefront of the design and manufacturing of zero emission vehicles, and for all new cars and vans to be effectively zero emission by 2040. As set out in the NO<sub>2</sub> plan, we will end the sale of new conventional petrol and diesel cars and vans by 2040. By then, we expect the majority of new cars and vans sold to be 100% zero emission and all new cars and vans to have significant zero emission capability. By 2050 we want almost every car and van to be zero emission.</p> <p>We want to see at least 50%, and as many as 70%, of new car sales and up to 40% of new van sales being ultra low emission by 2030.</p>

Plan or Programme	Objectives, Targets or Key Message
The Air Quality Standards Regulations 2010	Regulations include criteria for determining how achievement with the limit values should be assessed, including consideration of locations and relevant exposure.
A Green Future: Our 25 Year Plan to Improve the Environment (HM Government) 2018	<p>25 Year Goals include achieving clean air by:</p> <p>Meeting legally binding targets to reduce emissions of five damaging air pollutants. This should halve the effects of air pollution on health by 2030.</p> <p>Ending the sale of new conventional petrol and diesel cars and vans by 2040.</p> <p>Maintaining the continuous improvement in industrial emissions by building on existing good practice and the successful regulatory framework.</p>
Noise Policy Statement for England (DEFRA) 2010	<p>Through the effective management and control of environmental, neighbour and neighbourhood noise within the context of Government policy on sustainable development:</p> <ul style="list-style-type: none"> <li>• avoid significant adverse impacts on health and quality of life;</li> <li>• mitigate and minimise adverse impacts on health and quality of life; and</li> <li>• where possible, contribute to the improvement of health and quality of life.</li> </ul>
National Planning Policy Framework (NPPF) 2021	<p>Para 174 - Planning policies and decisions should contribute to and enhance the natural and local environment by:</p> <p>preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of air pollution. Development should, wherever possible, help to improve local environmental conditions such as air and water quality.</p> <p>Para 185 - Planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the</p>

Plan or Programme	Objectives, Targets or Key Message
	<p>potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should:</p> <ul style="list-style-type: none"> <li>a) mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality</li> <li>b) identify and protect tranquil areas which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason;</li> </ul> <p>Para 186 - Planning policies and decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones... Opportunities to improve air quality or mitigate impacts should be identified</p>
Planning Practice Guidance (PPG): Air Quality 2019	Para 002 - Consideration of air quality issues at the plan-making stage can ensure a strategic approach to air quality and help secure net improvements in overall air quality where possible.
Planning Practice Guidance (PPG): Noise	Para 001 - Noise needs to be considered when development may create additional noise or would be sensitive to the prevailing acoustic environment.
Surrey Transport Plan: Air Quality Strategy (SCC) 2011	The aim of this plan is to help people meet their transport and travel needs effectively, reliably, safely and sustainably within Surrey; in order to promote economic vibrancy, protect and enhance the environment and improve the quality of life.
Air Quality Management Area Action Plan (RBC) 2014	Exceedances of the annual mean nitrogen dioxide objective continue to occur in the AQMAs. The plan includes development control measures aimed at ensuring adequate assessment of new development impacts and appropriate mitigation where adverse impacts are identified.
<b>Climate</b>	
<p><b>Summary of the Local Plan's (LP) relationship to climate</b></p> <p>The Local Plan review, as far as it is able to do so, should retain, strengthen and/or implement policies/actions aimed at mitigating and adapting to climate change impacts through promotion of energy efficiency, encouraging renewable/low carbon energy and reducing</p>	



Plan or Programme	Objectives, Targets or Key Message
<p>carbon emissions. Local Plan policies/actions should also encompass the location of development to maximise opportunities for active/sustainable travel and reduce the need to travel as well as consider the need to minimise the risks from and to development by avoiding inappropriate development in areas of flood risk as well as pursue sustainable drainage and minimise run-off.</p> <p>The SA should include objectives assessing the need to mitigate and adapt to climate impacts including reducing carbon emissions from domestic/commercial development, water efficiency, minimising the need to travel, promoting active/sustainable travel, addressing flood risk and drainage, opportunities for renewable/low carbon energy as well as protection/enhancement of green/blue infrastructure.</p>	
<p>Paris Agreement 2015</p>	<p>Global action plan to avoid dangerous climate change. 195 countries agreed to a long-term goal of keeping the increase in global average temperature below 2°C above pre-industrial levels and to aim to limit any increase to 1.5°C.</p> <p>The operational details for the practical implementation of the Paris Agreement were finalised at COP26 in Glasgow in November 2021.</p>
<p>Kyoto Protocol 2008-2012 &amp; Doha Agreement 2013-2020</p>	<p>The UK government agreed a legally binding targets to reduce greenhouse gas emissions by 12.5 % below the base year (1990) level over the period 2008 – 2012 (Kyoto) and by 20% below a base year of 2005 in the period 2013-2020 (Doha).</p> <p>UK met it's Kyoto targets and is on track to meet Doha targets.</p>
<p>Climate Change Act 2008</p>	<p>Sets the target for greenhouse gas emissions to be cut by at least 34% by 2020, and by at least 80% by 2050, below 1990 levels. The Act introduced five-year carbon budgets as a tool to achieve this target and set up the independent Committee on Climate Change. Act was amended to reach net zero greenhouse gas emissions by 2050.</p>
<p><u>Carbon Budget Order 2021</u></p>	<p><u>Sets the carbon budget for the sixth budgetary period (2033-2037) (the sixth carbon budget) at 965 million tonnes of carbon dioxide equivalent.</u></p>
<p>A Green Future: Our 25 Year Plan to Improve the Environment (HM Government) 2018</p>	<p>25 Year Goals include a reduced risk of harm from environmental hazards such as flooding and drought by... Making sure that decisions on land use, including development, reflect the level of current and future flood risk.</p>

Plan or Programme	Objectives, Targets or Key Message
	<p>We will take all possible action to mitigate climate change, while adapting to reduce its impact. We will do this by:</p> <p>Continuing to cut greenhouse gas emissions including from land use, land use change, the agriculture and waste sectors and the use of fluorinated gases...</p> <p>We will:</p> <p>Take action to reduce the risk of harm from flooding and coastal erosion including greater use of natural flood management solutions.</p> <p>Environmental protections already enshrined in national planning policy will be maintained and strengthened.</p> <p>New development will happen in the right places, delivering maximum economic benefit while taking into account the need to avoid environmental damage. We will protect ancient woodlands and grasslands, high flood risk areas and our best agricultural land.</p> <p>New homes will be built in a way that reduces demands for water, energy and material resources, improves flood resilience, minimises overheating and encourages walking and cycling. Resilient buildings and infrastructure will more readily adapt to a changing climate.</p>
<p><a href="#"><u>Energy White Paper: Powering our Net Zero Future (HM Government) 2020</u></a></p>	<p><a href="#"><u>Sets out measures to shift from fossil fuels to clean energy, in power, buildings and industry, to meet net zero emissions by 2050 and sixth carbon budget. Commitment to heat network zoning by 2025. Local authorities to work with other stakeholders to identify areas where heat networks are the lowest cost, low carbon solution for decarbonising heat. Within a zone, certain types of building must connect to their local heat network in a given timeframe.</u></a></p>
<p><a href="#"><u>Heat &amp; Buildings Strategy (HM Government) 2021</u></a></p>	<p><a href="#"><u>To meet net zero virtually all heat in buildings will need to be decarbonised. Emphasis is on fabric-first approach. Demonstrates that potential emissions savings from heating UK buildings are most likely to derive from measures to improve thermal performance; then decarbonising public buildings through a combination of energy efficiency and low-carbon heating; then via heat pumps; then energy-related products; then heat networks;</u></a></p>

Plan or Programme	Objectives, Targets or Key Message
	<p><u>then improved energy efficiency and low-carbon heat in new homes and buildings (5%); then via biomethane. Government will take a strategic decision on using hydrogen to heat buildings in 2026. The Strategy also emphasises the importance of associated investment and reinforcement of infrastructure e.g. generation, distribution and storage of energy; and ensure buildings use smart technologies.</u></p>
<p><u>Net Zero Strategy: Build Back Greener 2021</u></p>	<p><u>Sets out Government’s next steps for reducing emissions from each sector of the economy, and using carbon capture to absorb remaining emissions. Sets out a series of policies:</u></p> <ul style="list-style-type: none"> <li>- <u>by 2035 the UK will be powered by entirely clean electricity, subject to security of supply;</u></li> <li>- <u>commitment to more onshore, solar and other renewable generation</u></li> <li>- <u>deployment of flexibility measures including storage</u></li> <li>- <u>by 2035, no new gas boilers will be sold</u></li> <li>- <u>funding for heat pump technologies</u></li> <li>- <u>launching a hydrogen village trial to inform a decision on the role of hydrogen in the heating system by 2026</u></li> <li>- <u>Zero emission vehicle mandate to deliver on 2030 commitment to end the sale of new petrol and diesel cars, and 2035 commitment that all cars must be fully zero emissions capable</u></li> <li>- <u>Funding for EV infrastructure with focus on local on-street residential charging</u></li> <li>- <u>Zero emission HGV technologies, buses and rail as well as infrastructure to support the transition</u></li> <li>- <u>Funding to enable half of journeys in towns and cities to be cycled or walked by 2030</u></li> </ul>
<p>The Ten Point Plan for a Green Industrial Revolution (HM Government) 2020</p>	<p>Focuses on:  accelerating the shift to zero emission vehicles;  green public transport, cycling and walking;</p>

Plan or Programme	Objectives, Targets or Key Message
	<p>greener buildings; protecting our natural environment.</p>
National Planning Policy Framework (NPPF) 2021	<p>Para 20 – Strategic policies should set out an overall strategy for the pattern, scale and design quality of places, and make sufficient provision for: ...planning measures to address climate change mitigation and adaptation.</p> <p>Para 153 - Plans should take a proactive approach to mitigating and adapting to climate change, taking into account the long-term implications for flood risk, coastal change, water supply, biodiversity and landscapes, and the risk of overheating from rising temperatures. Policies should support appropriate measures to ensure the future resilience of communities and infrastructure to climate change impacts...</p> <p>Para 159 - Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future). Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere.</p> <p>Para 160 - Strategic policies should be informed by a strategic flood risk assessment, and should manage flood risk from all sources. They should consider cumulative impacts in, or affecting, local areas susceptible to flooding...</p>
Planning Practice Guidance (PPG) Climate Change 2019	<p>Para 001 - effective spatial planning is an important part of a successful response to climate change as it can influence the emission of greenhouse gases. In doing so, local planning authorities should ensure that protecting the local environment is properly considered alongside the broader issues of protecting the global environment.</p> <p>Para 004 - When preparing Local Plans and taking planning decisions local planning authorities should pay particular attention to integrating adaptation and mitigation approaches...</p>
Surrey Climate Change Strategy (SCC)	Sets a number of targets and actions including:

Plan or Programme	Objectives, Targets or Key Message
	<p>60% emissions reduction in transport sector by 2035;  66% emissions reduction in domestic housing sector by 2035;  61% emissions reduction across commercial &amp; public buildings sector by 2035;  56% emissions reduction across industry by 2035.</p>
Greener Futures Climate Change Delivery Plan 2021-2025 (SCC)	<p>Reduce carbon emissions by 1.3m – 2.8m tonnes (20%-40%) from 2018 levels.</p> <p>Contribute to decarbonisation of electricity grid by increasing capacity of renewable energy by 1,244MW of low carbon electricity.</p> <p>Local Authority Actions to include:  Roll out EV charge point infrastructure.  Embed natural capital and land use opportunities designed to sequester increased carbon emissions into all appropriate infrastructure and development schemes...</p>
Surrey Local Transport Plan 3 (LTP3): Climate Change Strategy (SCC) 2011	<p>The objectives of the strategy are to reduce distance travelled by reducing the need to travel, increase travel by sustainable modes, maintain public transport patronage, switch to lower carbon vehicles, encourage efficient driving and manage traffic flows, reduce energy use of transport infrastructure and services and manage the climate change risks posed to transport.</p>
Draft Surrey Local Transport Plan 4 (LTP4) 2022-2032 (SCC)	<p>Objectives include:  To rapidly reduce carbon emissions, ensuring Surrey is on track for net zero emissions by 2050.</p> <p>Policy Area – Planning for Place  Measures include:  Establish ‘20-minute neighbourhoods’  Develop a Surrey street family framework  Ensure that new development is focussed around sustainable travel options</p>

Plan or Programme	Objectives, Targets or Key Message
<b>Material Assets</b>	
<p><b>Summary of the Local Plan’s (LP) relationship to material assets</b></p> <p>The Local Plan review, as far as it is able to do so, should retain, strengthen and/or implement policies to prioritise the reduction in primary aggregates use in development and supporting infrastructure through the reuse/recycling of construction/demolition wastes. The Local Plan should also provide for affordable housing and housing for different groups of the population and the infrastructure to support development across the Borough.</p> <p>The SA should include objectives assessing the need to promote the reuse/recycling of construction wastes as well as provision of affordable and other types of housing and infrastructure delivery.</p>	
National Planning Policy Framework (NPPF) 2021	<p>Para 20 – Strategic policies should set out an overall strategy for the pattern, scale and design quality of places, and make sufficient provision for:</p> <p>infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);</p> <p>c) community facilities (such as health, education and cultural infrastructure);</p> <p>Para 60 - To support the Government’s objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed...</p> <p>Para 62 - ...the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies (including,</p> <p>but not limited to, those who require affordable housing, families with children, older people, students, people with disabilities, service families, travellers, people who rent their homes and people wishing to commission or build their own homes.</p> <p>Para 63 - Where a need for affordable housing is identified, planning policies should specify the type of affordable housing required.</p> <p>Para 114 - Advanced, high quality and reliable communications infrastructure is essential for economic growth and social well-</p>

Plan or Programme	Objectives, Targets or Key Message
	<p>being. Planning policies and decisions should support the expansion of electronic communications networks, including next generation mobile technology (such as 5G) and full fibre broadband connections.</p> <p>Para 209 - It is essential that there is a sufficient supply of minerals to provide the infrastructure, buildings, energy and goods that the country needs.</p>
Surrey Health & Wellbeing Strategy (Surrey Health & Wellbeing Board) 2020	<p>Our ambitions for our place are:</p> <p>Well-connected communities, with effective infrastructure, that grow sustainably.</p>
Community Vision for Surrey in 2030 (SCC) 2018	<p>Ambitions for Place include:</p> <p>Well-connected communities, with effective infrastructure, that grow sustainably.</p>
Surrey Minerals Plan: Core Strategy (2011) Surrey County Council	<p>Vision is: -</p> <p>Exploitation of mineral resources and other mineral development in Surrey should be efficient, environmentally responsible, adequate, as far as possible, to meet the needs of the economy and should not impose significant adverse impacts on the community</p> <p>and this is encompassed in the following: -</p> <p>reducing demand for primary minerals by encouraging efficient use of resources and recycled materials, where appropriate, in preference to excavating new resources;</p>
Surrey Minerals Plan Primary Aggregates Development Plan Document (SCC) 2011	<p>The document identifies the preferred areas for future primary aggregate extraction for the period 2009-2026. Preferred areas for future aggregate extraction (concreting aggregate) have been listed as Addlestone Quarry Extension (Wey Manor Farm), Milton Park Farm, Egham and Whitehall Farm, Egham.</p>
The Surrey Aggregates Recycling Joint DPD for the Waste and Minerals Plan (SCC) 2013	<p>The document identifies the preferred areas for locating aggregate recycling facilities. Preferred areas are listed as Addlestone Quarry Extension (Wey Manor Farm), Hamm Court Farm, Milton Park</p>

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	Farm, Penton Hook, Lyne Lane, Land adjacent to Trump's Farm, and Martyr's Lane.
<b>Cultural Heritage (including Architectural &amp; Archaeological Heritage)</b>	
<p><b>Summary of the Local Plan's (LP) relationship to cultural heritage</b></p> <p>The Local Plan review, as far as it is able to do so, should retain, strengthen and/or implement policies/actions to minimise the risks to the historic environment by proactively planning for its protection/enhancement and enjoyment. The Local Plan should also include policies/actions to protect/enhance cultural assets and opportunities to improve access to cultural facilities/services.</p> <p>The SA framework should include objectives that relate to heritage and the protection/enhancement of cultural facilities and services and opportunities to improve access to these.</p>	
Planning (Listed Buildings and Conservation Areas) Act 1990	Sets out specific protection for buildings and areas of special architectural or historic interest.
Ancient Monuments and Archaeological Areas Act 1979	Sets out specific protection for monuments of national interest.
Historic Buildings and Ancient Monuments Act 1953	Makes provision for the compilation of a register of gardens and other land (parks and gardens, and battlefields).
National Planning Policy Framework (NPPF) 2021	<p>Para 189 - assets are an irreplaceable resource, and should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations.</p> <p>Para 190 - Plans should set out a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats.</p>
Planning Practice Guidance (PPG): Historic Environment 2019	Plan-making bodies should identify specific opportunities within their area for the conservation and enhancement of heritage assets, including their setting.
<b>Landscape/Townscape</b>	
<p><b>Summary of the Local Plan's (LP) relationship to landscape/townscape</b></p> <p>The Local Plan review, as far as it is able to do so, should retain, strengthen and/or implement policies/actions to enhance the built environment and protect/enhance the Borough's landscapes through high quality design. The Local Plan should seek opportunities to create better connections between communities and access to services by active/sustainable travel and plan for the regeneration of areas/centres and the public realm. Policies/actions should also seek to protect/enhance and provide new opportunities for green/blue infrastructure assets and connections.</p>	



Plan or Programme	Objectives, Targets or Key Message
The SA should include objectives which assess the need to protect/enhance the Borough's townscapes and landscapes, opportunities for improving connectivity by active/sustainable travel and opportunities to protect/enhance/provide green/blue infrastructure.	
European Landscape Convention (EC) 2000	<p>Promotes the protection, management and planning of European landscapes and organises European co-operation on landscape issues. Open for signature by member states as well as European non-member states.</p> <p>Requires landscape to be integrated into regional and town planning policies and in cultural, environmental, agricultural, social and economic policies, as well as any other policies with possible direct or indirect impacts on landscape.</p>
A Green Future: Our 25 Year Plan to Improve the Environment (HM Government) 2018	<p>We will conserve and enhance the beauty of our natural environment, and make sure it can be enjoyed, used by and cared for by everyone. We will do this by:</p> <p>Safeguarding and enhancing the beauty of our natural scenery and improving its environmental value while being sensitive to considerations of its heritage.</p> <p>Making sure that there are high quality, accessible, natural spaces close to where people live and work, particularly in urban areas, and encouraging more people to spend time in them to benefit their health and wellbeing.</p>
National Planning Policy Framework (NPPF) 2021	<p>Para 20 – Strategic policies should set out an overall strategy for the pattern, scale and design quality of places, and make sufficient provision for:</p> <p>conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure...</p> <p>Para 126 - The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development...</p> <p>Para 174 - Planning policies and decisions should contribute to and enhance the natural and local environment by:</p> <p>a) protecting and enhancing valued landscapes...</p>

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	b) recognising the intrinsic character and beauty of the countryside...including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland;
Planning Practice Guidance: Healthy & Safe Communities (2019)	Plan-making can play a crucial role in estate regeneration by setting a strategic vision and framework and establishing the principles to inform development early in the process.
Runnymede Corporate Business Plan (RBC) 2016-2020	<p>Enhancing Our Environment</p> <p>To proactively seek opportunities for regeneration in the Borough to assist with place shaping and the enhancement of the built environment.</p>
Economy & Employment	
<p><b>Summary of the Local Plan's (LP) relationship to economy &amp; employment</b></p> <p>The Local Plan review, as far as it is able to do so, should retain, strengthen and/or implement policies/actions which promote economic growth and development including for specific sectors and SME's as appropriate. The Local Plan should seek to improve the quality and offer of the towns through regeneration and ensure delivery of jobs through employment development, protect the Borough's most important/strategic areas of employment and promote tourism. The Local Plan should also ensure development is supported by the infrastructure needed to support economic development.</p> <p>The SA should include objectives which assess the impact (both positively and negatively) on economic activity, regeneration of the towns and tourism.</p>	
Build Back Better (HM Government) 2021	<p>Support our small and medium-sized enterprises (SMEs) to grow through two new schemes to boost productivity:</p> <p>Regenerate struggling towns in all parts of the UK via the UK Shared Prosperity Fund and the UK-wide Levelling Up Fund.</p> <p>Catalyse centres of excellence, supporting individuals across the country to access jobs and opportunities by ensuring digital and transport connectivity.</p> <p>Invest in net zero to create new opportunities for economic growth and jobs across the country.</p> <p>Grow our current net zero industries and encourage new ones to emerge.</p>

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National Planning Policy Framework (NPPF) 2021	<p>Para 20 – Strategic policies should set out an overall strategy for the pattern, scale and design quality of places, and make sufficient provision for:</p> <p>a) housing (including affordable housing), employment, retail, leisure and other commercial development;</p> <p>Para 81 - Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.</p> <p>Para 82 - Planning policies should:</p> <p>a) set out a clear economic vision and strategy which positively and proactively encourages sustainable economic growth, having regard to Local Industrial Strategies and other local policies for economic development and regeneration;</p> <p>b) set criteria, or identify strategic sites, for local and inward investment to match the strategy and to meet anticipated needs over the plan period;</p> <p>c) seek to address potential barriers to investment, such as inadequate infrastructure, services or housing, or a poor environment; and</p> <p>d) be flexible enough to accommodate needs not anticipated in the plan, allow for new and flexible working practices (such as live-work accommodation), and to enable a rapid response to changes in economic circumstances.</p> <p>Para 83 - Planning policies and decisions should recognise and address the specific locational requirements of different sectors. This includes making provision for clusters or networks of knowledge and data-driven, creative or high technology industries; and for storage and distribution operations at a variety of scales and in suitably accessible locations.</p>
Strategic Economic Plan 2018-2030 (EM3 LEP)	In the next 12 years we aim to grow our economy by 4% p.a. on average.

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	<p>Whilst the economy is strong, it is clear that Enterprise M3 is not achieving as much growth in high value sectors as it could.</p> <p>Growth in digital sectors is lower than in other parts of the country. One key to improving this is make sure the area is attractive to so-called “Young Urban Residents”.</p> <p>Priorities for growth include:</p> <ul style="list-style-type: none"> <li>High Value Sectors for a Globally Facing Economy;</li> <li>Enterprise and Innovation for Scaling Up High Productivity SMEs;</li> <li>Skills for a High Value, High Growth Economy;</li> <li>Connectivity for a 21st Century Advanced Digital and Low Carbon Economy;</li> <li>Dynamic Communities and Sustainable Growth Corridors.</li> </ul>
Revive & Renew (EM3 LEP)	<p>Priorities include:</p> <ul style="list-style-type: none"> <li>Job Creation and Skills for Employment</li> <li>Digitisation and an ultra-fast digital infrastructure for business resilience, innovation and growth</li> <li>Growth in our low carbon economy</li> <li>New Transport &amp; Smart Mobility – Covid19-safe, sustainable, delivering good connectivity</li> <li>Town centres and Housing Supply – reimagined and fit for the future.</li> </ul>
Surrey Economic Strategy Statement (SCC) 2020	<p>Four key priorities to support Surrey’s growth through the current crisis and into the next decade, focused on:</p> <ul style="list-style-type: none"> <li>Growing the leading edge: supporting the growth of Surrey’s innovation economy;</li> <li>A ‘whole place’ approach to growing and sustaining quality places;</li> <li>Maximising opportunities within a balanced, inclusive economy;</li> <li>Capturing the potential of a greener economy</li> </ul>
Surrey’s 2050 Place Ambition v2 draft (Surrey Future) 2021	Four strategic priorities:

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	<p>Improve connectivity both within Surrey and between strategically important hubs;</p> <p>Enhance the place offer of Surrey's towns</p> <ul style="list-style-type: none"> <li>- Strategic towns will often be the focus for investment to unlock sites, improve movement and connectivity, support economic development and create sustainable places. Egham is identified as a strategic town with Addlestone and Chertsey as secondary centres.</li> <li>- Continue to develop an approach to unlocking the potential of all Surrey's towns – of strategic and local significance; established and new - which aims to: <ul style="list-style-type: none"> <li>Safeguard our valuable economic assets, particularly employment land and premises within town centres and close to sustainable modes of transport, ensuring that there continues to be a flexible supply to meet changing economic needs, catering for established, growing and start-up businesses and attracting new employers.</li> <li>Depending on the specific details and locations of development, allow the removal of poor-quality stock from the employment land supply where sites are poorly located.</li> <li>Promote high street revitalisation through diversification and encouraging the development of multi-functional space and the co-location of different services.</li> </ul> </li> </ul> <p>Maximise the potential of our Strategic Opportunity Areas – Includes Longcross – Staines – Heathrow Corridor;</p> <p>Invest in natural capital and deliver nature recovery.</p>
Runnymede Economic Strategy 2016-2020 (RBC)	<p>Five priorities identified:</p> <p>Business relocation, expansion and investment in the Borough – To achieve this:</p>

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	<ul style="list-style-type: none"> <li>- Promoting the economic importance of the ‘Upper EM3 area</li> <li>- Promoting the Borough as a business location</li> <li>- Supporting and promoting the Enterprise Zone</li> </ul> <p>Maintaining competitive advantage through business engagement and support;</p> <p>A dynamic workforce for a high-tech economy;</p> <p>Better infrastructure for growth – deliverables include:</p> <ul style="list-style-type: none"> <li>- Transport initiatives</li> <li>- Environmental enhancement of commercial sites</li> <li>- Town centre regeneration and management</li> </ul> <p>Promoting innovation and technology sectors.</p>
<b>Transport</b>	
<p><b>Summary of the Local Plan’s (LP) relationship to transport</b></p> <p>The Local Plan review, as far as it is able to do so, should retain, strengthen and/or include policies/actions which reduce the need to travel by car, seek opportunities to improve access to and connectivity with services/facilities/employment by active/sustainable modes of travel and transport hubs. The Local Plan should also include policies/actions which seeks delivery of transport infrastructure, EV charging points and other innovative technologies where appropriate.</p> <p>The SA should include objectives which assess reducing the need to travel by car, opportunities for improving access to and connectivity by active/sustainable travel to services/facilities/employment and opportunities for transport infrastructure and EV charging and maintaining/improving air quality and reducing carbon emissions.</p>	
The Ten Point Plan for a Green Industrial Revolution (HM Government) 2020	<p>Focuses on:</p> <ul style="list-style-type: none"> <li>accelerating the shift to zero emission vehicles;</li> <li>green public transport, cycling and walking;</li> <li>Investing £1.3 billion in charging infrastructure to accelerate the mass adoption of electric vehicles (EVs) ahead of ending the sale of new petrol and diesel cars by 2030;</li> </ul>
Gear Change: A Bold Vision for Cycling & Walking (DfT) 2020	<p>Vision - England will be a great walking and cycling nation. Places will be truly walkable. A travel revolution in our streets, towns and communities will have made cycling a mass form of transit. Cycling and walking will be the natural first choice for many journeys with</p>

Plan or Programme	Objectives, Targets or Key Message
	<p>half of all journeys in towns and cities being cycled or walked by 2030.</p> <p>Strategic Priorities:</p> <p>Accelerating modal shift to public and active transport;</p> <p>... we need to ensure active travel is embedded in wider policy making, and want to encourage and empower local authorities to take bold decisions.</p>
Decarbonising Transport: A Better Greener Britain (DfT) 2021	<p>We will deliver a world class cycling and walking network in England by 2040.</p> <p>We will embed transport decarbonisation principles in spatial planning and across transport policymaking.</p>
National Planning Policy Framework (NPPF) 2021	<p>Para 104 - Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:</p> <ul style="list-style-type: none"> <li>a) the potential impacts of development on transport networks can be addressed;</li> <li>b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;</li> <li>c) opportunities to promote walking, cycling and public transport use are identified and pursued;</li> <li>d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and</li> <li>e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.</li> </ul> <p>Para 105 - The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made</p>

Plan or Programme	Objectives, Targets or Key Message
	sustainable, through limiting the need to travel and offering a genuine choice of transport modes.
Transport Strategy for the South East (Transport for the South East) 2020	<p>By 2050, the South East of England will be a leading global region for net-zero carbon, sustainable economic growth where integrated transport, digital and energy networks have delivered a step change in connectivity and environmental quality. A high-quality, reliable, safe and accessible transport network will offer seamless door-to-door journeys enabling our businesses to compete and trade more effectively in the global marketplace and giving our residents and visitors the highest quality of life.</p> <p>Priorities include:</p> <ul style="list-style-type: none"> <li>Better connectivity between our major economic hubs, international gateways (ports, airports and rail terminals) and their markets;</li> <li>More reliable journeys for people and goods travelling between the South East's major economic hubs and to and from international gateways;</li> <li>A more integrated approach to land use and transport planning that helps our partners across the South East meet future housing, employment and regeneration needs sustainably;</li> <li>A network that promotes active travel and active lifestyles to improve our health and wellbeing;</li> <li>Improved air quality supported by initiatives to reduce congestion and encourage further shifts to public transport;</li> <li>A reduction in the need to travel, particularly by private car, to reduce the impact of transport on people and the environment.</li> </ul>
Surrey Health & Wellbeing Strategy (Surrey Health & Wellbeing Board) 2020	<p>Our ambitions for our place are:</p> <p>Journeys across the county are easier, more predictable and safer.</p>
Strategic Economic Strategy 2018-2030 (EM3 LEP)	We need to address congestion in order to increase productivity and enable growth. Currently congestion acts as a major barrier to growth in key centres...



Plan or Programme	Objectives, Targets or Key Message
	<p>Transport is essential to ensuring that a skilled workforce can access appropriate jobs. In some areas there is a mismatch between residents and jobs, where the skills of the local workforce don't meet those of the employer...</p> <p>Focus of our approach to transport is therefore to:</p> <ul style="list-style-type: none"> <li>create an environment for digital solutions to connectivity...</li> <li>support planned housing development, and increase the attractiveness of the area as residential locations.</li> <li>enable the sustainable development of business growth, town centre regeneration and housing development, through the support of low carbon solutions and addressing poor air quality.</li> </ul>
Community Vision for Surrey in 2030 (SCC) 2018	<p>Ambitions for Place include:</p> <p>Journeys across the county are easier, more predictable and safer;</p>
Surrey's 2050 Place Ambition v2 draft (Surrey Future) 2021	<p>Strategic priorities include:</p> <p>Improve connectivity both within Surrey and between strategically important hubs – continue to review infrastructure priorities to:</p> <ul style="list-style-type: none"> <li>- Improve rail connectivity between Surrey's main towns and other key economic centres by securing investment in... Southern Rail access from Heathrow Airport to Surrey and beyond;</li> <li>- Focus on improving stations within Surrey... Develop stations by improving access to them by public transport and active modes and enhance overall quality of services;</li> <li>- Enhance the quality of bus services through investing in infrastructure to allow faster journeys by bus, improving the coverage of the network, providing more coordinated bus services which integrate with other transport modes and improving service frequencies, reliability, fares and customer experience.</li> <li>- Support the provision of a high-quality network to increase walking/cycling uptake.</li> </ul>

Plan or Programme	Objectives, Targets or Key Message
Surrey Local Transport Plan 3 (SCC) 2011	<p>Vision – Helping people meet their travel needs reliably, safely and sustainably.</p> <p>Objectives:</p> <p>Effective Transport: To meet the needs of residents, business and visitors in Surrey by maintaining and improving the transport network;</p> <p>Reliable Transport: To improve the reliability of transport in Surrey;</p> <p>Safe Transport: To improve the safety and security of the travelling public in Surrey;</p> <p>Sustainable Transport: To provide a Transport systems that protects the environment, keeps people healthy and provides value for money</p>
Draft Surrey Local Transport Plan 4 (LTP4) 2022-2032 (SCC)	<p>Vision A future-ready transport system that allows Surrey to lead the UK in achieving a low-carbon, economically prosperous, healthy and inclusive county with excellent quality of life for all residents, whilst seeking to enhance the built and natural environments.</p> <p>Objectives include:</p> <p>To rapidly reduce carbon emissions, ensuring Surrey is on track for net zero emissions by 2050;</p> <p>To support Surrey’s growth ambitions and enable businesses and people to prosper sustainably;</p> <p>To provide well connected communities that encourage social mobility and ensure no-one is left behind;</p> <p>To create thriving communities with clean air, with excellent health, wellbeing and quality of life.</p>

Plan or Programme	Objectives, Targets or Key Message
	<p>Policy Area – Planning for Place Measures include: Establish ‘20-minute neighbourhoods’ Develop a Surrey street family framework Ensure that new development is focussed around sustainable travel options</p> <p>Policy Area – Active Travel/Personal Mobility New, extended and improved routes Supporting facilities Measures to encourage change on longer journey</p> <p>Policy Area – Public/Shared Transport Improving, integrating and simplifying services Improving journey time reliability Improving accessibility and safety</p> <p>Policy Area – Efficient Network Management Targeted capacity improvements</p>
<p><a href="#"><u>Rights of Way Improvement Plan for Surrey (SCC) 2014</u></a></p>	<p><a href="#"><u>Five main objectives for improving our rights of way: - to improve accessibility to services, facilities and the wider countryside along rights of way to improve connectivity of rights of way and to reduce severance to improve the quality of the rights of way network to increase recreational enjoyment to secure coordinated implementation of the Rights of Way Improvement Plan within resources available.</u></a></p>
<b>Waste</b>	
<p><b>Summary of the Local Plan’s (LP) relationship to waste</b> The Local Plan, as far as it is able to do so, should retain, strengthen and/or include policies which seek to reduce further the amount of waste generated and to increase the use of recycled or recovered materials in the maintenance or construction of urban developments and supporting infrastructure. The Local Plan should also include policies which seeks to ensure space within development for waste storage.</p>	

Plan or Programme	Objectives, Targets or Key Message
<p>The SA should include objectives which assess the need to reduce resources and emphasise waste prevention/re-use/recycling in construction/demolition.</p>	
<p>Waste Management Plan for England (DEFRA) 2021</p>	<p>The United Kingdom is committed to meeting its target of recovering at least 70% by weight of non-hazardous construction and demolition (C&amp;D) waste by 2020.</p>
<p>A Green Future: Our 25 Year Plan to Improve the Environment (HM Government) 2018</p>	<p>Policies will focus on:            Increasing resource efficiency and reducing pollution &amp; waste.</p> <p>We will minimise waste, reuse materials as much as we can and manage materials at the end of their life to minimise the impact on the environment. We will do this by:            Working towards our ambition of zero avoidable waste by 2050;            Working to a target of eliminating avoidable plastic waste by end of 2042;            Meeting all existing waste targets – including those on landfill, reuse and recycling – and developing ambitious new future targets and milestones;            Seeking to eliminate waste crime and illegal waste sites over the lifetime of this Plan, prioritising those of highest risk. Delivering a substantial reduction in litter and littering behaviour;            Significantly reducing and where possible preventing all kinds of marine plastic pollution – in particular material that came originally from land.</p>
<p>National Planning Policy for Waste 2014</p>	<p>Positive planning plays a pivotal role in delivering this country's waste ambitions through:            delivery of sustainable development and resource efficiency, including provision of modern infrastructure, local employment opportunities and wider climate change benefits, by driving waste management up the waste hierarchy;</p>

Plan or Programme	Objectives, Targets or Key Message
	<p>helping to secure the re-use, recovery or disposal of waste without endangering human health and without harming the environment;</p> <p>ensuring the design and layout of new residential and commercial development and other infrastructure (such as safe and reliable transport links) complements sustainable waste management, including the provision of appropriate storage and segregation facilities to facilitate high quality collections of waste.</p>
Planning Practice Guidance (PPG): Waste 2015	Para 009 - Driving waste up the Waste Hierarchy is an integral part of the National waste management plan for England and national planning policy for waste.
Surrey Waste Plan (SCC) 2020	<p>Vision</p> <p>To enable sufficient waste management capacity to support Surrey's nationally important economy. To develop the circular economy in Surrey where residents and businesses produce less waste and treat more waste as a resource by re-use, recycling and recovery...</p> <p>Objectives include:</p> <p>To encourage development which supports sustainable waste management at least in line with national targets for recycling, recovery and composting;</p> <p>Policy 4 seeks to limit waste during construction, demolition and excavation phases of development to a minimum and maximise opportunities for re-use and recycling of construction, demolition and excavation waste.</p> <p>Allocates a site at Trumps Farm, Longcross for an MRF.</p>

# **Appendix B**

## **Baseline Information**

## Biodiversity (including Flora & Fauna) & Green/Blue Infrastructure

Table B1 – List of Designated Sites in Runnymede

Site Name	LNR	SNCI	NNR	SSSI	SAC	SPA	Ramsar
Abbey Lake Complex		✓					
Addlestone Bourne at Birch & Hoyt Wood		✓					
Basingstoke Canal				✓			
Basingstoke Canal, Scotland Bridge to River Wey		✓					
Birch Wood & Hoyt Wood		✓					
Chertsey Bourne at Abbey Lake Complex		✓					
Chertsey Bourne at Chertsey Meadows		✓					
Chertsey Meadows	✓	✓					
Chertsey Water Works - Well Field		✓					
Chobham Common			✓	✓	✓	✓	
Fan Grove		✓					
Hall's Farm Wood & Grassland		✓					
Hardwick Court Farm Fields		✓					
Knowle Grove		✓					
Laleham Burway Golf Course		✓					
Langham Pond				✓			
Longcross Churchyard		✓					
Monk's Walk North & West (incl. M3 Exchange Land)		✓					
Pannells Farm		✓					
Park Wood		✓					
Queenwood Golf Course		✓					
River Thames - Runnymede		✓					
River Wey - Runnymede		✓					
Riverside Walk, The Bourne	✓	✓					
Runnymede (including Cooper's Hill & Cooper's Hill Slopes)		✓					
Simplemarsh Farm		✓					
Spinney Wood		✓					
The Dell - Ancient Woodland		✓					
The Moat, Woodcock Farm		✓					
Thorpe Hay Meadow				✓			
Thorpe No.1 Gravel Pit				✓		✓	✓
Trumps Mill		✓					
Wentworth Golf Courses - West Wood		✓					

Site Name	LNR	SNCI	NNR	SSSI	SAC	SPA	Ramsar
Wentworth Golf Courses - Duke's Copse & Wentworth Pond		✓					
Wentworth Golf Courses - Fish Ponds Wood		✓					
Wentworth Golf Courses - Knowle Hill		✓					
Wentworth Golf Courses - Valley Wood (inc. Great Wood)		✓					
Wey Navigation (including Addlestone Mill Pond)		✓					
Winsor Forest				✓	✓		
Windsor Great Park (combined)		✓					
Woburn Park Stream		✓					



**Table B2: List of Species Identified within BOAs and their Status<sup>54</sup> in Surrey (Thames Valley BOA)**

Type	Species	Surrey Status	England/UK/EU Red List Species
Plants	Chamomile	Local, declining	✓
	Glandular Eyebright	Rare, declining	✓
	Greater water-parsnip	Very rare, declining	✓
	Marsh stitchwort	Very rare, declining	✓
	Tubular water-dropwort	Rare, declining	✓
Fungi/Lichens	Bearded tooth	Rare	
	Berkeley's earthstar*	Long extinct	✓
	Bitter tooth	Very rare	✓
	Coral tooth	Very rare	✓
	Frogbit smut	Very rare	✓
	Fused tooth	Rare	
	Grey tooth	Rare	
	Mealy tooth	Rare	✓
	Oak polypore	Rare	
	Ridged tooth	Rare	
	Scaly tooth	Very rare	
	Velvet tooth	Rare	
	Weathered earthstar*	Long extinct	✓
	Woolly rosette*	Long extinct	✓
	Woolly tooth	Extinct	
	Zoned rosette	Rare	
	Zoned tooth	Rare	
Caloplaca flavorubescens* (L)	Long extinct	✓	
Pyrenula nitida* (L)	Very rare, declining	✓	

<sup>54</sup> Species status is taken from The State of Nature (2017). See reference in footnote 9.

Type	Species	Surrey Status	England/UK/EU Red List Species
Invertebrates	Small heath	Locally common, stable	✓
	White-letter hairstreak	Local, declining	✓
	Clay fan-foot	Rare	
	False mocha	Rare	
	Heart moth	Rare-local, declining	
	Queen's executioner (a beetle)	Long extinct	
	Stag beetle	Locally common	
	Tansy leaf-beetle	Extinct	✓
	White spotted pinion	Extinct	
Birds	Bullfinch	Local, stable-recovering	
	Bittern	Long extinct	
	Cornbunting	Extinct	✓
	Cuckoo	Local, declining	✓
	Dunnock	Common resident	
	Grasshopper warbler*	Extinct	✓
	Lesser spotted woodpecker	Rare, declining	✓
	Linnet	Local, declining	✓
	Lapwing	Local breeder, declining	✓
	Skylark	Locally common, declining	✓
	Song thrush	Common resident	✓
	Spotted flycatcher	Local, declining	✓
	Reed bunting	Local, stable-recovering	
	Tree pipit	Local, declining	✓
	Yellow wagtail*	Extinct	✓
Reptiles	Adder	Local, declining	

Type	Species	Surrey Status	England/UK/EU Red List Species
	Common lizard	Locally common, declining	
	Grass snake	Locally common	
	Slow-worm	Common, declining	
Amphibians	Common toad	Common, declining	
	Great crested newt	Local, declining	
Fish	Brown trout	Rare, declining	
	European Eel	Local, declining	✓
Mammals	Brown long-eared bat	Common, declining	
	Harvest mouse	Local, declining	
	Hedgehog	Locally common, declining	
	Noctule bat	Local, declining	
	Otter	Very rare, formerly extinct, re-colonising	
	Soprano pipistrelle bat	Common, increasing	
	Water vole*	Extinct	

\*probably extinct in Surrey

**Table B3: List of Species Identified within BOAs and their Status in Surrey (Thames Basin Heaths BOA)**

Type	Species	Status	England/UK/EU Red List Species
Plant	Basil thyme*	Very rare, declining	✓
	Chamomile*	Local, declining	✓
	Deptford pink*	Very rare, declining	✓
	Glandular eyebright	Rare, declining	✓
	Lesser butterfly-orchid*	Very rare, declining	✓
	Marsh clubmoss	Rare, declining	✓
	Rusty fork-moss*	Extinct	✓
	Three-lobed crowfoot	Very rare, declining	✓
	Yellow bird's-nest*	Rare, declining	✓
Fungi/Lichens	Berkeley's earthstar*	Long extinct	✓
	Weathered earthstar*	Long extinct	✓
Invertebrates	Grayling	Local, declining	✓
	Silver-studded blue	Local, declining	✓
	Small heath	Locally common, stable	✓
	Goat moth	Rare	
	Shoulder-striped clover (a moth)	Very rare	
	Blue pepper-pot beetle	Rare, declining	✓
	Heath shortspur (a beetle)	Very rare	✓
	Red barbed ant*	Extinct	
	Shining guest ant	-	
	Erratic ant*	Rare, declining	
	Long-horned mining bee*	Rare, declining	
	Tormentil mining bee	Very rare, declining	
	5-banded tailed digger wasp	Very rare	
	Bloody spider-hunting wasp*	Very rare	

Type	Species	Status	England/UK/EU Red List Species
	Black-headed mason wasp*	Rare, increasing	
	Mottled bee-fly	Local	
	Serrated tongue-spider*	Extinct	✓
	Small mesh- weaver* (a spider)	Extinct	
	Silky gallows-spider	Rare, declining	
	Heath grasper* (a spider)	Rare, declining	
	Peus's long-back spider*	Local	
	Sedge jumper (a spider)	Local, declining	
	Swamp look-out spider	Rare, declining	
	Triangle hammock-spider*	Rare, declining	
	Window-winged sedge (a caddis-fly)	Rare, declining	✓
	White Admiral	Local, declining	✓
	White-letter hairstreak	Local, declining	✓
	Forester moth	Rare	
	New Forest mud beetle*	Extinct	✓
	Scarlet malachite beetle	Very rare, declining	✓
	Skeetle (a camphor) beetle*	Extinct	
	Chrysis fulgida (a ruby-tailed wasp)*	Very rare	
	Gentle groove-head spider*	Rare	✓
Birds	Bullfinch	Local, stable-recovering	
	Cuckoo	Local, declining	✓
	Dunnock	Common resident	
	Grasshopper warbler*	Extinct	✓
	Lesser redpoll*	Very rare, declining	✓
	Lesser spotted woodpecker	Rare, declining	✓
	Lapwing	Local breeder, declining	✓
	Linnet	Local, declining	✓

Type	Species	Status	England/UK/EU Red List Species
	Marsh tit	Local, declining	✓
	Nightjar	Local, increasing	
	Skylark	Locally common, declining	✓
	Song thrush	Common resident	✓
	Spotted flycatcher	Local, declining	✓
	Reed bunting	Local, stable-recovering	
	Tree pipit	Local, declining	✓
	Willow tit*	Extinct	✓
	Woodlark	Local, recovering	
Reptiles	Adder	Local, declining	
	Common lizard	Locally common, declining	
	Grass snake	Locally common	
	Slow-worm	Common, declining	
	Sand lizard	Rare and re-introduced	
	Smooth snake	Very rare and re-introduced	
Amphibians	Common toad	Common, declining	
	Great crested newt	Local, declining	
Mammals	Brown long-eared bat	Common, declining	
	Harvest mouse	Local, declining	
	Hedgehog	Locally common, declining	
	Noctule bat	Local, declining	
	Soprano pipistrelle bat	Common, increasing	
	Water vole*	Extinct	

\*probably extinct in Surrey

**Table B3: Condition Status of Waterbody Units in/adjacent Runnymede**

Unit	Location	Ecological Condition				
		2013	2014	2015	2016	2019
Addlestone Bourne (West End to Hale/Mill Bourne)	Starts at Chobham Rides running to Fairoaks Airport	Moderate	Moderate	Moderate	Moderate	Moderate
Hale/Mill Bourne (Bagshot to Addlestone Bourne)	Starts at South Ascot running to Fairoaks Airport	Moderate	Moderate	Moderate	Moderate	Moderate
Addlestone Bourne (Mill/Hale to Chertsey Bourne)	Fairoaks Airport to The Bourne at St Georges College, Addlestone	Good	Moderate	Moderate	Moderate	Moderate
Chertsey Bourne (Ascot to Virginia Water)	Starts at Cheapside, Ascot running to Virginia Water Lake	Moderate	Moderate	Poor	Poor	Poor
Chertsey Bourne (Sunningdale to Virginia Water)	Starts in South Ascot running to Virginia Water Lake	Poor	Poor	Poor	Poor	Poor
Virginia Water Lake	Lake at Virginia Water	Poor	Poor	Poor	Poor	Poor
Chertsey Bourne (Virginia Water to Chertsey)	From Virginia Water Lake to Staines Road, Chertsey	Moderate	Moderate	Moderate	Moderate	Moderate
The Moat at Egham	Starts in Stroude running to Staines Road, Chertsey	Moderate	Poor	Poor	Poor	Poor
Chertsey Bourne (Chertsey to River Thames)	From Staines Road, Chertsey to River Thames at Weybridge	Moderate	Moderate	Moderate	Poor	Poor
Thorpe Park Lakes	Lakes at Thorpe	Moderate	Moderate	Moderate	Moderate	Poor
Wey Navigation	From Pyrford to Weybridge	Moderate	Moderate	Moderate	Moderate	Moderate
Thames (Cookham to Egham)	Runs from Cookham to Staines Bridge	Moderate	Moderate	Moderate	Moderate	Moderate
Thames (Egham To Teddington)	From Staines Bridge to Teddington	Moderate	Poor	Poor	Poor	Poor

**Table B4 – Quantity Status of Thames Groundwater Units in Runnymede**

Groundwater Unit	Location	Overall Status				
		2013	2014	2015	2016	2019
Chobham Bagshot Beds	Covers the area around Bracknell, Ascot, Virginia Water, Chertsey, Esther, Cobham & Woking	Good	Good	Good	Good	Poor
Lower Thames Gravels	Covers the area around Slough, Windsor, Egham, Uxbridge, Teddington	Good	Good	Good	Good	Poor

**Table B5 – NO<sub>2</sub> Diffusion Tube Air Quality Monitoring**

Location	Site ID	Year				
		2016	2017	2018	2019	2020
Civic Centre, Station Rd, Addlestone	RY1	35.9	29.8	29.1	30.8	24.3
Riverside, Pitson Close, Addlestone	RY4	22.7	17.8	20.2	19.4	14.8
Ongar Place First School, Addlestone	RY8	24	20.5	22.5	20.5	17.4
1 High Street, Addlestone	RY14	<b>45.6</b>	<b>48.7</b>	<b>45.5</b>	<b>48.3</b>	<b>49.2</b>
78 Woodham Lane, New Haw	RY19	33.7	31.5	32.3	32.1	28.4
London Street/Heriot Road, Chertsey	RY21	35.9	31.5	33.4	34.3	24.7
37 Bridge Road, Chertsey	RY23	<b>42.5</b>	33.8	<b>47.5</b>	<b>56.4</b>	<b>41.6</b>
1 Pooley Green Road, Egham	RY25	30.6	28.5	33.5	31.6	25.4
19 Vicarage Road, Egham	RY26	<b>44</b>	36.7	36.5	<b>45.7</b>	38.2
Chobham Lane, Longcross	RY39	25.7	23.9	28.4	26	22.5
Homewood Park, Stonehill Road	RY40	16.9	16.5	18.1	14.9	12.7
New Court, Chertsey Road, Addlestone	RY43	35.2	26.7	36.9	38.4	29.4
27/29 Weir Road, Chertsey	RY45	33.3	32.5	36	37.7	39.4
1-22 Wyvern Place, High Street, Addlestone	RY53	<b>41.5</b>	32.2	35.8	<b>40.8</b>	34
23 Brighton Road, Addlestone	RY54	33.4	28.1	29.6	32.4	26.9
158 Station Road, Addlestone	RY55	34.1	28.7	32.7	34.4	26.3



34/36 Bridge Road, Chertsey	RY56	<b>49.4</b>	<b>43</b>	<b>40.9</b>	<b>46</b>	33.4
28 Bridge Road, Chertsey	RY57	30.8	<b>42</b>	30.5	35.3	24.3
39 Weir Road, Chertsey	RY58	31.7	34.9	<b>52</b>	<b>43.6</b>	36.7
Bus Shelter, Chertsey Road, Addlestone	RY59	34	30.3	34.7	33.8	36.3
Renaissance Flats, High Street, Addlestone	RY60	36.3	28.9	33.3	32.9	28.3
Pine Court, Addlestone	RY61	32	30.1	30.1	29.1	23
26/28 Brighton Road, Addlestone	RY62	32.7	31.3	32.8	32.1	27.7
Garfield Road, Addlestone	RY63	22.5	30.8	21.6	25.5	20.7
Hampshire Court, Garfield Road, Addlestone	RY64	25.5	22.4	24.1	26.5	16.5
268 Station Road, Addlestone	RY65	26.1	22.4	26.7	32.2	21.5
233 Station Road, Addlestone	RY66	28.7	22.1	26.2	N/A	N/A
A320 Roundabout, Ottershaw	RY67	N/A	N/A	N/A	<b>44.2</b>	<b>45.4</b>
Addlestonemoor Roundabout	RY68	N/A	N/A	N/A	38	27.8
New Haw Road	RY69	N/A	N/A	N/A	32	26.4
Chertsey Lane, Thorpe	RY70	N/A	N/A	N/A	25.1	19.3
185 Church Road, Egham	RY71	N/A	N/A	N/A	N/A	25.6
Albany Place, Egham	RY72	N/A	N/A	N/A	N/A	18.2

**Note: Figures in bold indicate exceedance of NO<sub>2</sub> Target of 40µg/m<sup>3</sup>**

## Table of amendments proposed to the draft SA/SEA Scoping Report

New text is highlighted in red and deleted text is ~~crossed through~~

Para	Original Text	Proposed Text	Reason
Foreword	<p>The Runnymede 2040 Local Plan will set out the quantum of development expected to come forward within Runnymede up to 2040 including housing, employment and retail development as well as allocating land for development. It will also contain the policies against which individual planning applications will be considered and along with other plans such as Neighbourhood Plans and the Minerals and Waste Plans for Surrey form the Development Plan for the Runnymede area.</p> <p>The 2040 Local Plan will be built on a review and where necessary an update of the 2030 Local Plan in accordance with paragraph 33 of the National Planning Policy Framework (NPPF) 2021 which requires that local plans and spatial development strategies be reviewed to assess whether they need updating at least once every five years.</p> <p>In reviewing the 2030 Local Plan, the Council may update or roll forward some, all or none of the policies/allocations of the 2030 Local Plan depending on whether they are still necessary and up to date and can if it wishes to do so, introduce new policies.</p> <p>Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA) are now an integral part of producing planning documents. The</p>	<p>The Runnymede 2040 Local Plan will set out the quantum of development expected to come forward within Runnymede up to 2040 including housing, employment and retail development as well as allocating land for development. It will also contain the policies against which individual planning applications will be considered and along with other plans such as Neighbourhood Plans and the Minerals and Waste Plans for Surrey form the Development Plan for the Runnymede area.</p> <p>The 2040 Local Plan will be built on a review and where necessary an update of the 2030 Local Plan in accordance with paragraph 33 of the National Planning Policy Framework (NPPF) 2021 which requires that local plans and spatial development strategies be reviewed to assess whether they need updating at least once every five years.</p> <p>In reviewing the 2030 Local Plan, the Council may update or roll forward some, all or none of the policies/allocations of the 2030 Local Plan depending on whether they are still necessary and up to date and can if it wishes to do so, introduce new policies.</p> <p>Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA) are now an</p>	To delete reference to consultation process which has been completed.

	<p>purpose of SA/SEA is to consider the likely economic, social and environment effects of implementing a plan or programme and any reasonable alternatives, taking into account the objectives and geographical scope of the plan or programme.</p> <p>This SA/SEA Scoping Report of the 2040 Local Plan is the first stage of SA/SEA. In essence this report will: Identify other relevant plans, policies and programmes and their key messages/objectives; collect and review sustainability and environmental baseline data and trends; identify any social, economic and environmental issues and problems; and set out the SA/SEA objectives and the Sustainability Framework for future iterations.</p> <p>This SA/SEA Scoping Report is open to consultation from Friday 22nd April to Friday 27th May 2022. Any comments should preferably be returned by e-mail to</p> <p>planningpolicy@runnymede.gov.uk or alternatively can be posted to: - Planning Policy and Economic Development Runnymede Borough Council Runnymede Civic Centre Station Road Addlestone Surrey KT15 Please note, comments will be publicly available and cannot be treated as confidential. Details of addresses and telephone numbers will not be</p>	<p>integral part of producing planning documents. The purpose of SA/SEA is to consider the likely economic, social and environment effects of implementing a plan or programme and any reasonable alternatives, taking into account the objectives and geographical scope of the plan or programme.</p> <p>This SA/SEA Scoping Report of the 2040 Local Plan is the first stage of SA/SEA. In essence this report will:-</p> <p>Identifies other relevant plans, policies and programmes and their key messages/objectives; Collects and reviews sustainability and environmental baseline data and trends; identifies any social, economic and environmental issues and problems; and Sets out the SA/SEA objectives and the Sustainability Framework for future iterations.</p> <p><del>This SA/SEA Scoping Report is open to consultation from Friday 22nd April to Friday 27th May 2022. Any comments should preferably be returned by e-mail to</del></p> <p><del>planningpolicy@runnymede.gov.uk or alternatively can be posted to:- Planning Policy and Economic Development Runnymede Borough Council Runnymede Civic Centre Station Road Addlestone Surrey KT15</del></p>	
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	<p>published on our website but names, organisations and comments will.</p> <p>Your comments and ongoing consultation with key stakeholders will help us to write the 2040 Local Plan and inform future SA/SEA Reports. If you have any queries or require any further information please call the Planning Policy Team on 01932 425131 or email <a href="mailto:planningpolicy@runnymede.gov.uk">planningpolicy@runnymede.gov.uk</a></p>	<p><del>Please note, comments will be publicly available and cannot be treated as confidential. Details of addresses and telephone numbers will not be published on our website but names, organisations and comments will.</del></p> <p><del>Your comments and ongoing consultation with key stakeholders will help us to write the 2040 Local Plan and inform future SA/SEA Reports.</del> If you have any queries or require any further information <b>on the SA Scoping Report</b> please call the Planning Policy Team on 01932 425131 or email <a href="mailto:planningpolicy@runnymede.gov.uk">planningpolicy@runnymede.gov.uk</a></p>	
Para 1.34	<p>1.34 This SA/SEA Scoping Report is open to consultation from X to X. Comments received on this SA/SEA Scoping Report will be considered and fed into future iterations of Sustainability Appraisal where appropriate. The next iteration of SA/SEA will be prepared alongside the 2040 Local Plan Issues &amp; Options Document which is planned for consultation Autumn 2022.</p>	Delete para 1.34	To delete reference to consultation process which has been completed.
Para 3.7	<p>3.7 Other SSSI within the Borough not forming part of either a Ramsar, SPA or SAC include part of the Basingstoke Canal, Langham Pond and Thorpe Hay Meadow. Figure 3-1 shows the location of Ramsar, SPA, SAC &amp; SSSI and Figure 3-2 the location of SNCI &amp; LNR sites within the Borough. Table 3-1 shows the current condition of Ramsar/SPA/SAC and SSSI units against their condition in 2012/14 and whether this meets PSA targets.</p>	<p>3.7 Other SSSI within the Borough not forming part of either a Ramsar, SPA or SAC include part of the Basingstoke Canal, Langham Pond and Thorpe Hay Meadow. Figure 3-1 shows the location of Ramsar, SPA &amp; SAC &amp; SSSI and Figure 3-2 the location of <b>SSSI</b>, SNCI &amp; LNR sites within the Borough. Table 3-1 shows the current condition of Ramsar/SPA/SAC and SSSI units against their condition in 2012/14 and whether this meets PSA targets.</p>	To clarify features on Figures 3-1 and 3-2.
Figure 3-2	N/A	Add Figure 3-2 to show location of SSSI, SNCI and Local Nature Reserves.	To add map of SSSI, SNCI and LNRs
Para 3.9	<p>3.9 Whilst designated sites are important, other habitats and species which are not designated are</p>	<p>3.9 Whilst designated sites are important, other habitats and species which are not</p>	Add reference to green corridors

	also valued such as priority habitats, ancient woodland and biodiversity opportunity areas. The Borough contains approximately 201 hectares of ancient semi natural woodland and approximately 111 hectares of replanted woodland or ancient woodland. Surrey is the most wooded county in Great Britain with 22% of woodland, compared to a UK average of 12.6% and England average or 10.5% .	designated are also valued such as priority habitats, ancient woodland, and biodiversity opportunity areas <b>and green corridors</b> . The Borough contains approximately 201 hectares of ancient semi natural woodland and approximately 111 hectares of replanted woodland or ancient woodland. Surrey is the most wooded county in Great Britain with 22% of woodland, compared to a UK average of 12.6% and England average or 10.5% .	
New Para 3.16 & 3.17	N/A	<p><b>3.16 Green and blue corridors play an important role in the movement of wildlife by allowing the migration of species between habitats which in turn supports species resilience. The Borough contains approximately 111ha of identified green/blue corridors which includes the Basingstoke Canal, Wey Navigation, River Thames, Chertsey Bourne and Riverside Walk in Virginia Water. The majority of identified green/blue corridors in Runnymede are also protected by other national/local designations such as SSSI or SNCI. However, there will also be a number of unidentified corridors which play a role in species/habitat connectivity for example, hedgerows and water courses.</b></p> <p><b>3.17 Taken together, the numerous types of designated sites, habitats and green/blue infrastructure network play a key role in delivering ecosystem services such as food production, materials, flood defence, carbon capture and storage as well as benefitting health and well-being. The green/blue infrastructure network also plays an important role in carbon capture and</b></p>	To add further detail on green/blue corridors and ecosystem services.

		<b>urban cooling as mitigation for climate change impacts.</b>	
Para 4.1	4.1 The baseline population of the Borough as at 2020 currently stands at around 90,449 people split as 49% males and 51% females. This is an increase of 9,939 people from the 2011 census data (10%). The ethnic mix of residents is predominantly white at 89% with the Black and Minority Ethnic (BME) groups at 11%, the largest group of which is Asian or British Asian at 3%. This is a higher BME population than Surrey by 1.4% but lower than England at 14% .	4.1 The baseline population of the Borough as at 2021 <del>0</del> currently stands at around <b>88,100</b> <del>90,449</del> people split as <del>49% males and 51% females</del> . This is an increase of <b>7,590</b> <del>9,939</del> people from the 2011 census data (+ <b>9.4</b> <del>10</del> %). <b>Whilst not yet published in the 2021 census data, the 2011 data showed the split of people as 49% males and 51% females, with</b> <del>the ethnic mix of residents is predominantly white at 89% with the Black and Minority Ethnic (BME) groups at 11%, the largest group of which is Asian or British Asian at 3%. This is a higher BME population than Surrey by 1.4% but lower than England at 14% .</del>	To update population statistics with Census 2021 data
Para 4.2	4.2 The majority of the population are aged between 25 and 64 (51%) which is the same as the 2011 census indicating that the working age population is stable. Runnymede has a higher percentage of people aged under 30 (40%) than Surrey (35%) which is an increase of 3% since the 2011 Census. The population of those aged 65 and over is 17% which is slightly lower than Surrey at 19%. The population of those aged 85+ is 3% the same as Surrey and an increase of 0.5% from the 2011 Census.	4.2 <b>Census 2021 data shows the age breakdown of the population in cohorts of 'under 15 years', '15-64 years' and 65+ 'years'. The 15-64 age range roughly corresponds to working age population.</b> <del>The majority of the Runnymede population fall into this cohort at 66.3%, a slight decline from the 2011 census at 67.1%. The majority of the population are aged between 25 and 64 (51%) which is the same as the 2011 census indicating that the working age population is relatively stable. The percentage of the 2021 population under 15 years of age is 16.3% a slight increase on 2011 census data which showed this age range at 16.2%. The percentage of the population aged 65+ is 17.1% an increase on 2011 which showed this age range at 16.7%. Runnymede has a higher percentage of people aged under 30 (40%) than Surrey (35%) which is an increase of 3% since the 2011 Census. The population of those aged 65 and over is 17%</del>	To update population statistics with Census 2021 data

		which is slightly lower than Surrey at 19%. The population of those aged 85+ is 3% the same as Surrey and an increase of 0.5% from the 2011 Census.																																									
Para 4.3	The Borough has a population density of 10.3 people per hectare compared to 6.3 in Surrey and 4.1 in England.	4.3 The Borough's has a population density <del>in 2011 was</del> 10.3 people per hectare compared to 6.3 in Surrey and 4.1 in England. <b>Population density in Runnymede has increased and as at 2021 is now 11.3 people per hectare, compared to 7.2 for Surrey and 4.3 in England.</b>	To update population statistics with Census 2021 data																																								
Table 4-1	<table border="1"> <thead> <tr> <th>Theme</th> <th>Previous Status</th> <th>Current Status</th> <th>Trend</th> </tr> </thead> <tbody> <tr> <td>Total Population</td> <td>80,510</td> <td>90,449</td> <td>↑ 10%</td> </tr> <tr> <td>Population &gt;30</td> <td>37%</td> <td>40%</td> <td>↑ 3%</td> </tr> <tr> <td>Population 25-64</td> <td>51%</td> <td>51%</td> <td>=</td> </tr> <tr> <td>Population 85+</td> <td>2.5%</td> <td>3%</td> <td>↑ 0.5%</td> </tr> </tbody> </table>	Theme	Previous Status	Current Status	Trend	Total Population	80,510	90,449	↑ 10%	Population >30	37%	40%	↑ 3%	Population 25-64	51%	51%	=	Population 85+	2.5%	3%	↑ 0.5%	<table border="1"> <thead> <tr> <th>Theme</th> <th>Previous Status</th> <th>Current Status</th> <th>Trend</th> </tr> </thead> <tbody> <tr> <td>Total Population</td> <td>80,510</td> <td><b>88,100</b> <del>90,449</del></td> <td><b>↑ 9.4</b> <del>10%</del></td> </tr> <tr> <td>Population &gt;15</td> <td><del>16.2</del> 37%</td> <td><b>16.3</b> 40%</td> <td><b>↑ 0.6</b> <del>3%</del></td> </tr> <tr> <td>Population 15-64</td> <td><del>67.1</del> 54%</td> <td><b>66.3</b> 51%</td> <td><b>= ↓ 1%</b></td> </tr> <tr> <td>Population 55+</td> <td><del>16.7</del> 2.5%</td> <td><b>17.1</b> 3%</td> <td><b>↑ 2</b> <del>0.5%</del></td> </tr> </tbody> </table>	Theme	Previous Status	Current Status	Trend	Total Population	80,510	<b>88,100</b> <del>90,449</del>	<b>↑ 9.4</b> <del>10%</del>	Population >15	<del>16.2</del> 37%	<b>16.3</b> 40%	<b>↑ 0.6</b> <del>3%</del>	Population 15-64	<del>67.1</del> 54%	<b>66.3</b> 51%	<b>= ↓ 1%</b>	Population 55+	<del>16.7</del> 2.5%	<b>17.1</b> 3%	<b>↑ 2</b> <del>0.5%</del>	To update population statistics with Census 2021 data
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Para 4.15	4.15 The population of Runnymede is growing and the 2011 census showed a population of 80,500 which has increased to around 90,500 in 2020. The 2018 Strategic Housing Market Assessment (SHMA)20 shows an estimated population of 98,727 by 2030 and therefore even in the absence of the plan the population is likely to continue to grow into the future. A growing population is likely to require additional housing and infrastructure and place pressure on existing services and facilities.	4.15 The population of Runnymede is growing and the 2011 census showed a population of 80,500 which has increased to <del>around 90,500</del> <b>88,100</b> in 2021. The 2018 Strategic Housing Market Assessment (SHMA) shows an estimated population of 98,727 by 2030 and therefore even in the absence of the plan the population is likely to continue to grow into the future. A growing population is likely to require additional housing and infrastructure and place pressure on existing services and facilities.	To update population statistics with Census 2021 data																																								
Para 4.16	4.16 The population profile remained relatively static with no change in those aged 25-64, however there was a trend toward a higher proportion of under 30's and slight increase in	4.16 The population profile remained relatively static with <b>a slight decrease in the 15-64 year age range</b> <del>no change in those aged 25-64,</del> and <b>slight increase in those aged under 15 and 65+.</b> <del>however</del>																																									

	<p>those of 85+. The general upward trend in life expectancy (aside from the effects of the Covid-19 pandemic) is likely to see an ageing population which may require bespoke services and housing needs. With an ageing population, new employment opportunities would likely need to be filled by people from outside of the Borough leading to increased in-commuting and associated issues with congestion and transport infrastructure. However, this may be offset by the higher proportion of those aged under 30, along with the rise in pensionable age, but these impacts may be over the short-medium rather than longer term.</p>	<p><del>there was a trend toward a higher proportion of under 30's and slight increase in those of 85+.</del> The general upward trend in life expectancy (aside from the effects of the Covid-19 pandemic) is likely to see an ageing population which may require bespoke services and housing needs. <b>This is reflected in the slight increase in the 65+ population.</b> With an ageing population, new employment opportunities would likely need to be filled by people from outside of the Borough leading to increased in-commuting and associated issues with congestion and transport infrastructure. However, this may be offset by <del>the higher proportion of those aged under 30,</del> along with the rise in pensionable age, but <del>this</del><b>ese</b> impacts may be over the short-medium rather than longer term.</p>	
<p>New para 4.19 &amp; 4.20</p>	<p>N/A</p>	<p><b>4.19 In terms of housing the Runnymede Annual Monitoring Report 2020/21 shows that the mix of market housing delivered since the start of the 2030 Local Plan period is 19% as 3 &amp; 4 bed units, which is below an expectation of 65% of all units to be 3 &amp; 4 beds. For affordable housing, 100% of units were delivered as 1 or 2 bed units where policy expectations are for 65% 1 &amp; 2 beds and 30% for 3 bed units. As such, there appears to be an under delivery of larger market and affordable units.</b></p> <p><b>4.20 The trend towards delivery of smaller housing units is uncertain as some units will have gained planning permission prior to adoption of the plan or come through permitted development and not subject to housing mix policies. Longer term trends may show a higher delivery of larger</b></p>	<p>To update baseline in terms of housing mix.</p>



		units when housing mix policies have had time to bed in, although at this moment in time this is uncertain. As such, the 2040 Plan will need to ensure that housing mix policies are included/retained and reflect up to date evidence of housing needs.					
Table 4-2	N/A	<p>Add additional issue/problem for housing mix as follows:</p> <table border="1"> <tr> <td>Housing development continues to over deliver smaller units</td> <td>Baseline information</td> <td>The Local Plan should include/retain policies for housing mix based on evidence of needs.</td> <td>NPPF Para 62 - the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies.</td> </tr> </table>	Housing development continues to over deliver smaller units	Baseline information	The Local Plan should include/retain policies for housing mix based on evidence of needs.	NPPF Para 62 - the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies.	To add housing mix as an issue/ problem
Housing development continues to over deliver smaller units	Baseline information	The Local Plan should include/retain policies for housing mix based on evidence of needs.	NPPF Para 62 - the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies.				
Para 6.1	6.1 Watercourses and lakes are a key characteristic of the Borough, with the River Thames forming the northern and eastern boundary, and the Basingstoke Canal forming the south eastern boundary. The rivers Wey, the Addlestone Bourne and the Chertsey Bourne run through the Addlestone and Chertsey areas of the Borough. Consequently, much of the eastern side	6.1 Watercourses and lakes are a key characteristic of the Borough, with the River Thames forming the northern and eastern boundary, and the <del>Rive Ditch</del> <del>Basingstoke Canal</del> forming the south eastern boundary. The rivers Wey, the Addlestone Bourne and the Chertsey Bourne run through the Addlestone and Chertsey areas of the Borough. Consequently, much of the					

	of the Borough is subject to flood risk including areas of functional floodplain.	eastern side of the Borough is subject to flood risk including areas of functional floodplain.																																					
Table 6-3	N/A	Add Thames & Wey Abstraction Strategies in final column of table against issue of 'Runnymede is within an area of serious water stress.'	At request of Environment Agency																																				
Para 7.6	7.6 Air quality results for NO2 from monitoring stations between 2016 and 2020 within Runnymede are shown in Table B-5 in Appendix B. The results show that in some locations air quality is improving and in others deteriorating when comparing 2016 to 2019 (2019 is used for comparison being prior to the Covid-19 pandemic). Exceedance of air quality objectives for NO2 were reported in 2019 at High Street and Wyvern Place in Addlestone, Weir Road and Bridge Road in Chertsey, Vicarage Road in Egham and at the Ottershaw Roundabout.	7.6 Air quality results for NO2 from monitoring stations between 2016 and 2020 within Runnymede are shown in Table B-5 in Appendix B. The results show that in some locations air quality is improving and in others deteriorating when comparing 2016 to 2019 (2019 is used for comparison being prior to the Covid-19 pandemic). Exceedance of air quality objectives for NO2 were reported in 2019 at High Street and Wyvern Place in Addlestone, Weir Road and Bridge Road in Chertsey, Vicarage Road in Egham and at the Ottershaw Roundabout. <b>An additional monitoring station was placed on Byfleet Road (Station RY73 – Byfleet &amp; New Haw Station) in June 2021. To date no exceedance of air quality targets for NO2 has occurred at this station.</b>	To update location of air quality monitoring stations																																				
Para 8.8	8.8 Emissions data on carbon dioxide emissions (from Runnymede over the period 2014 to 2018) is shown in Table 8-1 by sector.	8.8 Emissions data on carbon dioxide emissions (from Runnymede over the period 2014 to 2019 <del>8</del> ) is shown in Table 8-1 by sector.	To update CO <sub>2</sub> emissions data following latest government figures																																				
Table 8-1	<table border="1"> <thead> <tr> <th>Year</th> <th>Commercial &amp; Industry</th> <th>Domestic</th> <th>Transport</th> <th>Total</th> <th>Total per Capita</th> </tr> </thead> <tbody> <tr> <td>2014</td> <td>169.4</td> <td>152.0</td> <td>124.0</td> <td>445.5</td> <td>5.3</td> </tr> <tr> <td>2015</td> <td>155.6</td> <td>146.6</td> <td>124.1</td> <td>426.3</td> <td>5.0</td> </tr> </tbody> </table>	Year	Commercial & Industry	Domestic	Transport	Total	Total per Capita	2014	169.4	152.0	124.0	445.5	5.3	2015	155.6	146.6	124.1	426.3	5.0	<table border="1"> <thead> <tr> <th>Year</th> <th>Commercial &amp; Industry</th> <th>Domestic</th> <th>Transport</th> <th>Total</th> <th>Total per Capita</th> </tr> </thead> <tbody> <tr> <td>2014</td> <td>169.5</td> <td>152.3</td> <td>118.5</td> <td>440.3</td> <td>5.2</td> </tr> <tr> <td>2015</td> <td>155.0</td> <td>147.4</td> <td>119.1</td> <td>421.5</td> <td>5.0</td> </tr> </tbody> </table>	Year	Commercial & Industry	Domestic	Transport	Total	Total per Capita	2014	169.5	152.3	118.5	440.3	5.2	2015	155.0	147.4	119.1	421.5	5.0	To update CO <sub>2</sub> emissions data following latest government figures
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Para 8.9	8.9 The data shows that emissions per capita in Runnymede fell from a figure of 5.3 tonnes per capita in 2014 to 4.3 tonnes per capita in 2018.	8.9 The data shows that emissions per capita in Runnymede fell from a figure of 5.23 tonnes per capita in 2014 to 3.94.3-tonnes per capita in 20198.	To update CO2 emissions data following latest government figures																																										
Para 8.10	8.10 The total tonnes of carbon dioxide produced in Runnymede also fell from 445.5 tonnes in 2014 to 374.5 tonnes in 2018 a reduction of 71 tonnes over the 5 year period (16%). The largest contributor to carbon dioxide emissions in Runnymede in 2018 was the domestic sector, followed by commercial & industrial and then transport. In all three sectors the general trend is of falling emissions with domestic and commercial & industrial showing the greatest falls of 15% and 27% respectively.	8.10 The total tonnes of carbon dioxide produced in Runnymede also fell from 440.3 445.5-tonnes in 2014 to 349.9 374.5 tonnes in 20198 a reduction of 90.4 71 tonnes over the 65 year period (20.5 46%). The largest contributor to carbon dioxide emissions in Runnymede in 20198 was the domestic sector, followed by transport and then commercial & industrial and then transport. In all three sectors the general trend is of falling emissions with domestic and commercial & industrial showing the greatest falls of 1645% and 3527% respectively.	To update CO2 emissions data following latest government figures																																										
Para 8.11	Emissions from Transport have not fallen as sharply decreasing by only 3%, although in this same period vehicle miles travelled in Surrey have increased from 8,780m in 2014 to 9,079m in 2018. The number of vehicle miles travelled in Surrey in 2020 saw a sharp decrease to 7,104m due to the Covid-19 pandemic, a decrease of 22% on 2018.	8.11 Emissions from Transport have not fallen as sharply decreasing by only 53%, although in this same period vehicle miles travelled in Surrey have increased from 8,780m in 2014 to 9,095 9079m in 20198. The number of vehicle miles travelled in Surrey in 2020 saw a sharp decrease to 7,104m due to the Covid-19 pandemic, a decrease of 22% on 20198.	To update CO2 emissions data following latest government figures																																										
Para 9.5	9.5 The major local highways within the Borough and wider area include the A30 London Road which runs from the Meadows Gyratory in Camberley to Staines as well as the A320 linking Woking with Junction 11 of the M25 and the A317	9.5 The major local highways within the Borough and wider area include the A30 London Road which runs from the Meadows Gyratory in Camberley to Staines as well as the A320 linking Woking with Junction 11 of the M25 and the A317	To add reference to the A318.																																										

	which links St Peter's Hospital through to Weybridge and Junction 11 of the M25. The Borough also contains Junction 13 of the M25 at Egham and Junction 2/12 of the M3/M25 at Chertsey.	which links St Peter's Hospital through to Weybridge and Junction 11 of the M25. The Borough also contains Junction 13 of the M25 at Egham and Junction 2/12 of the M3/M25 at Chertsey as well as the A318 which links the Brooklands area of Woking to Addlestone and Junction 11 of the M25.	
New para 12.5, 12.6 & 12.7	N/A	<p>12.5 Data from the Council's Employment Land Use Database includes information on office and industrial floorspace within the major employment areas in the Borough. At the end of September 2021, the database recorded a total of approximately 525,000sqm of employment floorspace. Of this, approximately 323,000sqm (62%) was in Class E(gi and ii) uses (office and research &amp; development), 25,000sqm (5%) was in Egiii use (light industrial), 24,000sqm (4%) was in B2 use (general industrial) and 152,000sqm (29%) was in B8 use (storage &amp; distribution).</p> <p>12.6 The latest Runnymede Annual Monitoring Report 2020/21 shows that since adoption of the 2030 Local Plan there has been an increase of 11,744sqm of employment floorspace. This total is made up from an increase of 18,183sqm in office floorspace set against losses for light industrial (412sqm), general industrial (2,314sqm) and storage &amp; distribution (3,908sqm).</p> <p>12.7 Further data from the Council's employment land use database (as at September 2021) identifies total vacant floorspace of 95,811sqm equating to an overall vacancy rate of 18% and within each use class as 25% for office and research &amp; development uses, 10% for light</p>	To update employment baseline.

		industrial uses, 5% for industrial uses and 8% for storage & distribution.	
Para 12.10 to 12.12	<p>12.13 Whilst there is some uncertainty as to how fast the economy will recover following the Covid-19 pandemic, it is likely, in the absence of the plan that over the medium to longer term the local economy will continue to grow, given the Borough's accessibility to London and Heathrow, working age population profile and high level of qualifications, continuing to make the Borough a desirable business location. As such, it is likely that the Borough's population will continue to be highly qualified and have access to high earnings with low rates of unemployment compared to other areas.</p> <p>12.14 N/A</p> <p>12.15 Nevertheless, the 2040 Local Plan should include/retain policies to continue Runnymede's economic success, to ensure sufficient opportunities exist for employment land/floorspace come forward to meet demand and attract inward investment. This may however place pressure on the Green Belt and the 2040 Local Plan will need to balance these competing interests depending on the level of demand/supply of employment land/floorspace.</p>	<p>12.13 Whilst there is some uncertainty as to how fast the economy will recover following the Covid-19 pandemic, it is likely, in the absence of the plan that over the medium to longer term the local economy will continue to grow, given the Borough's accessibility to London and Heathrow, working age population profile and high level of qualifications, continuing to make the Borough a desirable business location. As such, it is likely that the Borough's population will continue to be highly qualified and have access to high earnings with low rates of unemployment compared to other areas. Nevertheless, the 2040 Local Plan should include/retain policies to continue Runnymede's economic success.</p> <p>20.14 The baseline data shows that the amount of vacant employment floorspace in Runnymede has increased since 2015. However, it is uncertain whether this is a long-term trend caused by the Covid-19 pandemic or through a number of other factors e.g. high vacancy rates could be due to sites awaiting redevelopment or are low quality stock etc. Given the limited supply of general industrial floorspace in the Borough (24,000sqm), it is likely that low vacancy rates will continue in the future. Vacancy rates for light industrial and storage &amp; distribution reasonably reflect what might be expected to account for churn in a normal market but the future baseline is considered to be uncertain depending on the longer term impacts of Covid-19 on demand.</p>	To reflect employment baseline.

		12.15 Nevertheless, the 2040 Local Plan <del>should include/retain policies to continue Runnymede's economic success,</del> <b>will need to</b> ensure sufficient opportunities exist for employment land/floorspace <b>to come forward to meet demand for different classes of employment floorspace where there is demand</b> and attract inward investment. This may however place pressure on the Green Belt and the 2040 Local Plan will need to balance these competing interests depending on the level of demand/supply of employment land/floorspace.	
Table 15-1	N/A	Add decision aiding criteria to SA Objective 2 as follows:  <b>Will it safeguard human health and well-being by promoting climate change resilience through sustainable siting, design, landscaping and infrastructure?</b>	To strengthen consideration of climate change in SA Objectives
Table 15-1	SA Objective 4 – Decision Aiding Criteria  Will it ensure developments are water efficient and include opportunities for water recycling?	Add text to decision aiding criteria to SA Objective 4 as follows:  Will it ensure developments are water efficient and include opportunities for water recycling, <b>water stewardship and water sensitive design where appropriate?</b>  Add additional decision aiding criteria to SA Objective 4 as follows:  <b>Will it minimise inappropriate development in Source Protection Zones?</b>	To strengthen consideration of climate change in SA Objectives
Table 15-1	SA Objective 5 – Decision Aiding Criteria	Add text to decision aiding criteria to SA Objective 5 as follows:	To strengthen consideration of

	<p>Will it ensure that people, property and businesses are protected from flooding?</p> <p>Will development incorporate SUDS?</p>	<p>Will it ensure that people, property and businesses are protected from flooding, <b>taking into account the impacts of climate change?</b></p> <p>Will development incorporate SUDS, <b>Natural Flood Management schemes and flood resilient design?</b></p>	<p>climate change in SA Objectives</p>
Table 15-1	N/A	<p>Add decision aiding criteria to SA Objective 7 as follows:</p> <p><b>Will it promote waste reduction, the use of sustainably sourced materials and re-use of resources in construction and renovation?</b></p>	<p>At request of Environment Agency and to strengthen climate change objectives</p>
Para 16.1	Delete para 16.1	N/A	<p>To delete reference to consultation process which has been completed</p>
Para 16.2	<p>The next stage of the SA will be assessment at the Issues and Options stage (Regulation 18) and this will begin later in 2022. It is intended that an Issues and Options paper will be prepared and therefore following the completion of the SA at this stage, the SA Report and the Issues and Options paper will be published for consultation.</p>	<p>16.2 The next stage of the SA will be assessment at the Issues and Options stage (Regulation 18) <b>of Local Plan preparation.</b> <del>and this will begin later in 2022. It is intended that an</del> The Issues and Options paper and accompanying SA report will be subject to public consultation later in 2022. <del>will be prepared and therefore following the completion of the SA at this stage, the SA Report and the Issues and Options paper will be published for consultation.</del></p>	<p>To clarify next stage of SA</p>
Appendix A	N/A	Add Thames Abstraction Licensing Strategy to list of plans, policies & programs for 'Water'.	<p>At request of Environment Agency</p>
Appendix A	N/A	Add UK Carbon Budget Order 2021, Energy White Paper 2020, Heat & Buildings Strategy 2021 and Net Zero Strategy: Build Back Greener 2021 to list of plans, policies and programmes for 'Climate'.	<p>To add latest government strategies on climate and energy.</p>

Appendix A	N/A	Add Rights of Way Improvement Plan for Surrey to list of plans, policies & programs for 'Transport'	At request of Natural England
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**Exclusion of Press and Public  
Officers' Recommendation that –**

**the press and public be excluded from the meeting during discussion of the following report under Section 100A(4) of the Local Government Act 1972 on the grounds that the report in question would be likely to involve disclosure of exempt information of the description specified in paragraph 3 of Schedule 12A of the Act.**

**(To resolve)**