

Spelthorne Borough Council

Pre-submission Spelthorne Local Plan

2022 - 2037



June 2022



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Foreword

Spelthorne's Local Plan has been many years in the making, with many bumps along the road. The journey has not just been difficult and challenging, it has gone way beyond that. It has been divisive, bruising and at times unpleasant. It has fractured communities and turned councillors against each other. The reason for the acrimony is easy to discern: the government's brutal housing targets which eclipse everything else in the Plan-making process.

Forget the semantics that it is a 'housing need' figure; it is for all practical purposes a rigid target. Every statement by an MP that it is not mandatory looks increasingly vacuous as authority after authority has seen their plan fail at the housing number hurdle.

We are charged by the government to keep our Plan 'up to date', but to do this we are forced to use data that is now a decade old and we have been specifically banned from using more up-to-date figures. No Spelthorne councillor wants to build on our Green Belt, nor do we want to populate our town centres with sterile, high-rise blocks. But that is what Westminster is demanding.

We all recognise the need for new homes, especially affordable housing, but 618 homes per year, compared to the target of 166 in our Core Strategy from 2009, represents an increase that will damage our environment and ruin the character of our small and highly constrained borough. We have repeatedly and consistently challenged the Government to review its methodology, but to no avail. The Government methodology is deeply flawed and is focused on a misleading algorithm for what is needed without any real consideration of what is possible. So as a Council we are faced with producing a Plan that pleases no one or having no Plan at all. The methodology we are required to use to calculate our housing need uses household growth projections from 2014 but using the subsequent figures would give us a need of 347 homes per year and therefore would have a significantly moderated impact on the Borough.

Other authorities, in trying to find acceptable solutions, have made no progress over years of seemingly futile attempts to advance their Plans that do not meet the imposed housing need. This approach runs the very real risk of leaving planning decisions to be made in a local policy vacuum. The outcome of recent Planning Appeal decisions has demonstrated how vulnerable Spelthorne is when we are unable to demonstrate our progress and ability to meet our housing targets.

The decision of this Council to produce a Plan that does meet the imposed housing target means that we will have policies in place that allow us to defend the Borough against damaging developments in our most precious areas.

Although most of the attention is understandably focused on housing numbers, the Plan also includes important policies that reflect our local concerns and needs.

- A robust Affordable Housing policy that will see us increase significantly the number of homes that meet the needs of our community.
- Actions to address the effects of climate change and protect and enhance local biodiversity.

- A strategy to make sure that there is infrastructure in place to support existing and future residents, with a delivery plan that sets out how this will be achieved and funded.
- Policies that will support economic recovery and encourage more employment into the borough.
- A new Staines Development Framework will help the Borough's largest town to develop and grow in as sensitive a way as possible and that takes account of its existing assets and distinctive character.

In order to demonstrate the ability to meet the imposed housing targets, it has proved necessary to release some Green Belt land. Our Plan calls for the release of 0.7% of the existing Green Belt area. This is being done with the greatest reluctance and on the basis that it will ensure protection of our largest and most valued open spaces. Before any Green Belt release was contemplated, every possible area of previously developed land was considered in detail.

The focus of our efforts on this Local Plan has been first and foremost to represent the interests of all our residents. Whilst we have had our hands tied by the Government on many aspects of the Plan, we have done our best to minimise the environmental impact and define constructive policies to arrive at a compromise that delivers a workable strategy for this Borough.

It is councillors who are responsible for agreeing the final shape of the Plan, but the massive amount of complex and detailed work has been done by a small group of Council officers. This has taken several years and crossed three political administrations. Our officers have answered hundreds of questions, many of them more than once. The Plan documents have been produced by these officers with great professionalism, considerable hard work and exemplary patience. It is their advice and guidance which will be minutely tested by the Inspector and other interested parties. As councillors we recognise the enormous amount of hard work that the officers have done to get to the Regulation 19 stage, and we thank them for their efforts.

There are no councillors who would willingly endorse every aspect of this Plan and the net effect will be to increase housing densities and make Spelthorne a less attractive place to live. However, on balance we believe that by carefully considering all the available options and the constraints imposed by central government, it is better for all residents that we put forward our proposals, framed by our understanding of local needs, rather than run the very real risk of planning decisions being taken out of our hands.



**Councillor
John Boughtflower**

Leader of Spelthorne
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Chair of Local Plan Task
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Leader of United
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1. Introduction

What is a Local Plan?

- 1.1 The Spelthorne Local Plan, which has been prepared by the Council in consultation with the community, sets out the policies and allocations that will guide how new development and infrastructure comes forward in the Borough for the next 15 years. The Local Plan supports the sustainable growth of Spelthorne in a planned way, which benefits our communities, environment and economy.
- 1.2 The Local Plan is a statutory document that forms part of the Council's strategy to deliver sustainable development, tackle climate change and deliver new homes, jobs and infrastructure for current and future Spelthorne residents. The Local Plan sits within a wider framework of planning documents, including national guidance set out by the government in the National Planning Policy Framework (NPPF), regional and county planning policies and guidance, strategic plans, supporting strategies and background studies. The Local Plan will form the basis on which planning applications will be determined in Spelthorne.
- 1.3 The Local Plan comprises various parts to be read as a whole. Our destination and objectives set out what the Spelthorne Local Plan is aiming to achieve and the policies and land designations to support their delivery. The policies are split into the high-level strategic policies and allocations, which set out the overall strategy and overarching principles for the Local Plan. The plan also includes the detailed policies which set out the design and technical criteria against which proposed development will be assessed.
- 1.4 To support the Local Plan the Council can prepare additional guidance, which sets out how a policy is to be implemented in greater detail. These documents are called Supplementary Planning Documents (SPDs). The Council will prepare and update SPDs, where required to support the successful delivery of the Local Plan.
- 1.5 The Staines Development Framework (SDF) is a key SPD. It demonstrates how the town can grow in a sustainable and sensitive way, delivering for our residents, while offering the necessary protection to areas. Critically the SDF is rooted in a commercial reality, essential in demonstrating that Staines can successfully accommodate the growth required for the Local Plan to be successfully delivered, while providing much needed homes for our residents, improving the infrastructure and addressing climate change.

Why is it important we have a Local Plan?

- 1.6 All Local Planning Authorities (LPAs) are required by the Government, to provide a long-term plan setting out how we will meet our future needs. In Spelthorne, as in much of Surrey and the South East, successfully and sustainably accommodating this growth and new development presents a real challenge. This challenge is all the greater in Spelthorne as a result of our extensive Green Belt, much of which comprises waterbodies and the amount of the Borough at risk of flooding, which limits our supply of land suitable and available for the level of development required to meet

our housing need. An up to date, evidence based Local Plan allows us as a Borough to take a proactive approach to planning for and managing growth in a way that most benefits our present and future residents, while protecting what is most important.

- 1.7 If we do not have a Local Plan development will still take place, however we will not be able to use our own policies to determine the type and location of development, which may result in increased risk to, for example, our strategically important Green Belt, attractive open spaces and heritage assets. We will also be less able to require the improvements to our infrastructure, such as highways and green and blue infrastructure, which are essential to support additional development and deliver a wide range of benefits for our residents.

How are Local Plans prepared?

- 1.8 Local plans must be positively prepared, justified, effective and consistent with national policy, in accordance with section 20 of the Planning and Compulsory Purchase Act 2004 (as amended) and the NPPF.
- 1.9 In preparing the Local Plan there are a several stages which must be undertaken. The process involves the gathering and analysis of the evidence necessary to support decision making, extensive consultation with a broad range of stakeholders including our residents, businesses, neighbouring authorities and other public sector partners, statutory bodies and the development industry.

Issues and Options Consultation 2018

- 1.10 The first consultation on the emerging Local Plan (Regulation 18 consultation) took place in May and June 2018. The Council consulted on the Spelthorne Issues and Options Consultation Paper¹, which set out the key issues affecting Spelthorne and the options considered for how we could meet our needs. The paper identified the challenges and constraints for development as well as the opportunities Spelthorne offers for growth and set out four strategic options for development, a brownfield focus; a Green Belt focus; a Staines focus; or a combination of the above.
- 1.11 The key issues raised during the consultation were as follows:
- Concern over an increase in high rise development
 - Loss of Green Belt
 - The impact of development on infrastructure
 - Affordable housing
 - Parking
 - Maintaining the vibrancy of Staines-upon-Thames

¹ The consultation paper and further details on the Issues and Options Consultation can be found here: <https://www.spelthorne.gov.uk/article/19957/Issues-and-Options-Consultation-2018>

Preferred Options Consultation 2019

- 1.12 The public consultation on the Spelthorne Local Plan Preferred Options² document took place between November 2019 and January 2020. The Consultation took the form of Policies and Site Allocations documents, setting out the preferred approaches to be considered. The selection of sites follows the preferred strategy, following the previous consultation, to maximise building on land in urban areas such as town centres, particularly Staines-upon-Thames, and to consider releasing some 'weakly performing' Green Belt for development.
- 1.13 The key issues raised during the consultation were as follows:
- Highways related issues (congestion / highway safety)
 - Green Belt
 - Infrastructure
 - Housing
 - Biodiversity and wildlife
 - Pollution – Air / Noise / Water
 - Flooding
 - Site specific issues regarding proposed allocations

Pre-Submission Publication Version 2022

- 1.14 The public consultation on the final draft of the Local Plan (Regulation 19 consultation) will take place from June to September 2022. The Pre-Submission Publication Version is the version of the Plan that the Council intends to submit to the Planning Inspectorate for examination by an independent Inspector. Any proposed changes to the final draft Local Plan are submitted alongside the Plan for the Planning Inspector to decide which are appropriate. The Staines Development Framework as an SPD does not require submission to the Planning Inspectorate but as both documents are so intrinsically linked it is the right approach for them to be considered together.
- 1.15 The starting point for a Local Plan examination is the assumption that the Council has submitted what it considers to be a sound plan. The plan is positively prepared, based on a strategy which seeks to meet objectively assessed development and infrastructure requirements; is justified by robust evidence; can be delivered; and is consistent with national policy. The Pre-Submission Publication version of the Spelthorne Local Plan is considered to meet the test of soundness and is therefore a step closer to examination and eventual adoption.

What are the next steps?

- 1.16 The Examination³ will be a series of open public sessions which members of the public can attend and observe. At the Examination, officers and expert consultants appointed by the Council will be questioned by the inspector on how the Local Plan

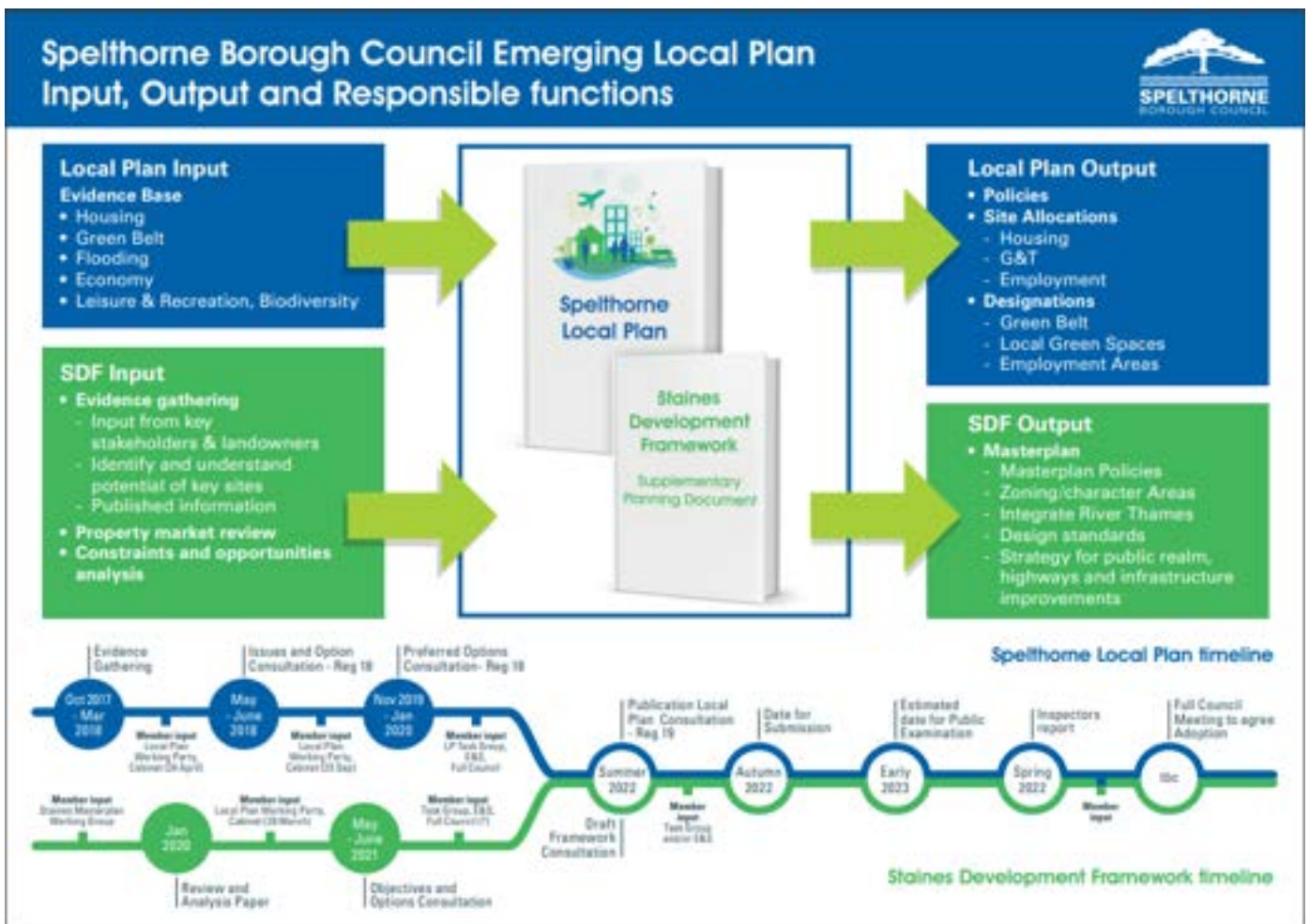
² The consultation papers and further details on the Preferred Options Consultation can be found here: <https://www.spelthorne.gov.uk/article/19902/Preferred-Options-Consultation-2019>

³ Further details on the examination process can be found here: <https://www.gov.uk/guidance/local-plans>

meets the tests of soundness. It is usual for developers and landowners to attend, often legally represented by barristers, to speak in favour of or oppose elements of the plan. The Council will also be represented by a barrister. There are often complex legal and technical points to be made and defended.

- 1.17 Members of the public and residents' associations who make representations during the Regulation 19 consultation will be asked if they wish to appear at the Examination in person and speak to the Planning Inspector directly on issues of importance to them.
- 1.18 Following the Examination, the inspector will issue a report to set out whether the plan can be recommended for adoption and if not, what needs to be changed in order to be found sound.
- 1.19 Once this has taken place, all Members of the Council will be asked to adopt the plan and the SDF at a formal meeting. If adopted, the policies in the Local Plan and the Staines Development Framework will carry full weight and supersede former policies in older documents.

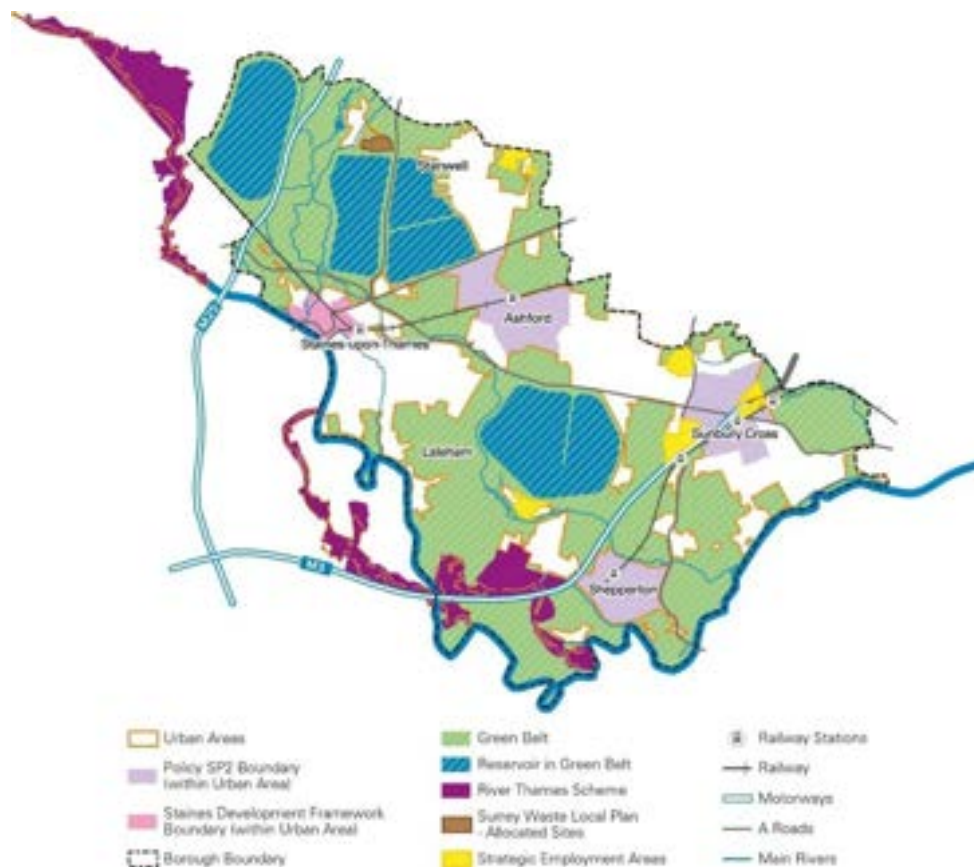
Figure 1: Spelthorne Local Plan Process



2. The Route to 2037











Spelthorne in 2022

- 2.1 Located in Surrey, approximately 16 miles from central London, Spelthorne benefits from good transport links to both London and the southeast via both the road and rail network. In addition, the proximity of Heathrow Airport and easy access to Gatwick via the motorway network further serves to make the Borough accessible and attractive to both individuals and businesses. Covering an area of approximately 19.75 sq miles, Spelthorne has a population of 99,900 and is home to over 7,500 businesses including Pinewood (Shepperton Studios), dnata and Woodgroup Ltd. Kempton Park is a key visitor attraction.
- 2.2 Located where the continuous built-up area of London gives way to a more dispersed pattern of urban areas and villages, the urban area of the Borough occupies about 35% of the total area, while the land outside the urban area covers about 65% of the Borough and is designated as Green Belt.
- 2.3 Spelthorne adjoins the River Thames and is crossed by two tributaries, the Ash and the Colne. The Borough is flat and low lying and consequently liable to flood. About 20% of the urban area is liable to flood in a 1 in 100 year flood event or surrounded by flood water and over 49% of the urban area would be flooded in a 1 in 1000 year event.



Maps 1: Key Diagram

Figure 2: Spelthorne at a Glance

<p>Population</p> 	<p>There are 99,900 people living in Spelthorne (mid-year estimate 2021).</p>	<p>Education & Skills</p> 	<p>90.9% of people have a NVQ Level 1 qualification and above in Spelthorne compared to 87.7% across England (2020)⁴.</p>
<p>Access & Transport</p> 	<p>Accessible transport and concessions available to all ages around Spelthorne.</p> <p>85.2%⁵ of households' own vehicles whereas 14.8% of households have no car in Spelthorne. This compared to the average in England where 25.8% have no car and 74.2% of households own vehicles</p>	<p>Health & Wellbeing</p> 	<p>14.8% of people in Spelthorne are suffering from a long-term illness or disability which limits their daily activities. This is lower than the national average in England of 17.6%.</p> <p>Healthy life expectancy at birth is higher than the national average, 68.1 years for females and 68.9 years for males</p>
<p>Economy</p> 	<p>82.2% of the population is economically active.</p> <p>50.1% of the workforce is in a managerial and professional occupation.⁶ (Oct 2020 – Sept 2021).</p>	<p>Homes</p> 	<p>42,870 homes in the Borough of which 72.5% are owned and 26% rented.</p> <p>The average house price is £425,000 Spelthorne (June 2021)⁷</p>
<p>Build</p> 	<p>5,127 new homes built in the Borough between 2000 to 2021.</p>	<p>Communities & Environment</p> 	<p>Spelthorne Borough is approximately 5,100 hectares or 20 square miles.</p> <p>Around 65% is Green Belt Wraysbury, Staines and King George VI reservoirs comprise part of the South West London Waterbodies Special Protection Area (SPA)</p>
<p>River</p> 	<p>Spelthorne has 12 miles of River Thames frontage.</p> <p>22% of the Borough is water including four large reservoirs and also a treatment works at Ashford.</p>	<p>Business</p> 	<p>7,626 businesses including Pinewood (Shepperton Studios), dnata and Woodgroup Ltd. Around 3,500 residents employed directly by Heathrow Airport (2018)⁸</p>

⁴<https://www.nomisweb.co.uk/reports/lmp/la/1946157334/printable.aspx>

⁵<https://www.surreyi.gov.uk/2011-census/car-availability/>

⁶<https://www.nomisweb.co.uk/reports/lmp/la/1946157334/report.aspx?town=spelthorne#tabempunemp>

⁷<https://www.ons.gov.uk/peoplepopulationandcommunity/housing/datasets/medianpricepaidforsubnationalgeographiesexistingdwellingshpssadataset26>


⁸<https://www.heathrow.com/content/dam/heathrow/web/common/documents/company/local-community/being-a-better-neighbour/Community-Investment-infographic-Spelthorne-2018.pdf>

Our Destination and Objectives

- 2.4 The **Spelthorne Corporate Plan (2021-23)** sets out our five overarching ‘CARES’ priorities and 15 more specific themes to focus on. By 2037 our **Local Plan** seeks to have achieved the priorities set out within it.

Our Priorities



 <p>Community</p>	<p>Our destination: Our communities are at the heart of everything we do, we have built strong relationships with our residents and businesses, and have forged links within those communities, so that they feel empowered, included, supported, safe and healthy.</p>
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Strong communities

- 2.5 We are working with our partners and the community to deliver high quality place making that incorporates amenities and services for all in Spelthorne.

- 2.6 The Local Plan is supporting this by:

- Engaging with individuals, residents’ associations and other community groups so that they are better informed and have opportunity to participate in the Local Plan and Staines Development Framework preparation
- Seeking the views of the local businesses community to support the vitality and resilience of our towns and economic areas, such as the Staines Business Improvement District.

Safe communities

- 2.7 We have safe places to live, visit and do business, with safe streets and open spaces.

- 2.8 We are supporting this by:

- Working with Surrey County Council to make our roads safer for pedestrians and cyclists, with new cycle lanes/walkways and reduced speed limits where needed.
- Working with our partners and developers to ensure that high quality design, which supports natural surveillance and creates safe and welcoming streets and spaces is at the heart of placemaking in the Borough.

- Engaging with Surrey Police to identify additional needs from the new development that could be met through developer contributions.

Healthy communities

2.9 Our communities are staying healthy for longer.


2.10 We are supporting this by:

- Working with our healthcare, voluntary and community partners to identify need for additional facilities that could be funded through developer contributions.
- Implementing policies which seek to improve residents' health and wellbeing, promote active and healthy lifestyles and tackle health inequalities.
- Supporting a range of leisure facilities to enable people to stay fit and healthy, including parks, our Green and Blue Infrastructure network, community gym equipment and leisure centres.

Enhancing local and strategic infrastructure

2.11 We are supporting this by:


- We are supporting the provision of the right infrastructure to meet our communities' changing needs and the demands of a growing population.
- Working with partners we are identifying the necessary health, educational, leisure and cultural infrastructure to meet our needs, assisted by developer contributions.

	<p>Our destination: We have supported the delivery of affordable and market housing which meets the needs of all sections of our communities by supporting the development of new homes of a variety of type, size and tenure.</p>
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Delivering new homes

2.12 We are supporting this by:


- Allocating sites to meet our identified housing need.
- Implementing policies which provide a mix of homes for all members of our community.
- Working with colleagues and partners to promote the delivery of affordable homes that meets the needs of all our communities.

	<p>Our destination: We provided support to our business communities to help enable them to recover, be resilient to economic challenges, be dynamic and respond to the changing economic and retail climate.</p>
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Supporting economic recovery

2.13 We analyse the needs for employment floorspace and implement and deliver policies which:

- Protect businesses premises.
- Assist future business growth and adaptation.
- Support placemaking, regeneration and development of infrastructure.
- Attract visitors to the Borough.

	<p>Our destination: We worked with our communities and partners to minimise our effects on the environment, played our part in tackling climate change and to moved further towards a clean, green and attractive Borough and protected biodiversity.</p>
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Tackling climate change

2.14 We recognise the effects that climate change could have on our Borough. Having declared a climate emergency, we recognise the need to work with residents and businesses to achieve cleaner and greener lifestyles.

2.15 We are supporting this by:

- Ensuring Local Plan policies are in conformity with the Climate Change Strategy to require new development to incorporate measures to lower the Borough's carbon emissions.
- Working with the Environment Agency and through the Strategic Flood Risk Assessment, ensure that new development is directed to areas of lowest flood risk. Incorporating the River Thames (Flood Relief) Scheme and other flood mitigation initiatives withing the Plan.
- Conserving and enhancing our urban open spaces and Green and Blue infrastructure network, which plays a key role in the sustainable management of surface water run-off and holding floodwaters.
- Ensuring preservation of the Borough's valued historic environment.
- Enhancing and extending the Borough's Green and Blue Infrastructure network at all scales to deliver multiple benefits for people, wildlife and the environment.
- Mitigating the impact of the loss of Green Belt through the innovative use of Green and Blue infrastructure solutions to create high-quality space for people

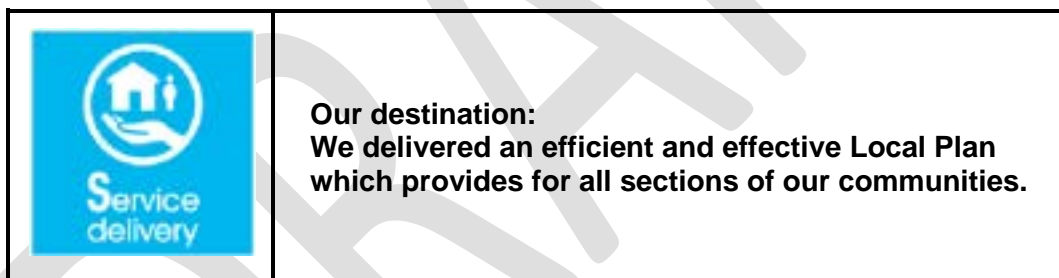
and wildlife, while supporting the sensitive integration of new development into the wider landscape and Green Belt.

Delivering sustainable development

2.16 We have progressed towards more sustainable communities – which manage their social, environmental, and financial resources to meet current needs, while ensuring that adequate resources are available for future generations.

2.17 We are supporting this by:

- Implementing Local Plan policies to safeguard the environment against air, noise, light and water pollution and remediating land contamination.
- Local Plan policies and allocations which support the requirement for biodiversity net gain, through partnership working and the use of Nature Recovery Strategies.
- Implementing Local Plan policies to encouraging waste prevention and promote recycling.
- Implementing Local Plan policies to promoting sustainable travel, including actively supporting improvements to public transport access to Heathrow.
- Promoting residential development that is sustainably located with access to existing services and transport hubs.
- Promoting energy efficiency for new buildings and refurbishments.



Effective Service Delivery

2.18 We are supporting this by:

- Ensuring Local Plan objectives cascade from Corporate Strategy and its priorities.
- Working with partners including Surrey CC, Surrey Police, NHS to ensure the provision of services to support our Borough's growing population.
- Identifying needs and communicating and collaborating with partners about the Borough's planned growth.
- Ensuring the Local Plan and its requirements on developers are viable and capable of delivery.
- Implementing and monitoring Local Plan policies and enforcing against those who do not comply with the requirements.
- Regularly reviewing and updating the Local Plan.

3. Strategy and Strategic Policies

- 3.1 The Spelthorne Local Plan 2022 – 2037 sets out how we can achieve a sustainable future for Spelthorne that protects and enhances our Borough, delivers a wide range of benefits for our residents and meets our future housing needs
- 3.2 The Plan seeks to deliver 9,270 homes over the Plan period, which equates to an average of 618 homes per year. This figure is Spelthorne's objectively assessed need, based on the Government Standard methodology, which is set out in the NPPF and the accompanying Planning Practice Guidance.
- 3.3 In order to meet our housing need including need for Gypsy and Traveller sites, while managing the impact of new development on Staines, the Local Plan strategy agreed by the Council is to release a small amount (approximately 0.7% / 24.8 ha) of Green Belt. This approach will allow for more family homes with gardens to be built, as well as offering the opportunity for lower building heights in the more sensitive areas of Staines-upon-Thames.
- 3.4 The Council considers that it is only possible to achieve this by meeting our housing need in full and by demonstrating Exception Circumstances to amend Green Belt boundaries through the production of this new Local Plan.

ST1: Presumption in Favour of Sustainable Development

- 1) When determining development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework (NPPF). The Council will work proactively with applicants with the aim of finding solutions that mean that proposals can be approved wherever possible, in order to secure development that improves the economic, social and environmental conditions in the Borough.
- 2) Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in any neighbourhood plans adopted in the future) will be approved without delay, unless material considerations indicate otherwise.
- 3) Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision, then the Council will grant permission unless material considerations indicate otherwise, taking into account whether:
 - (a) the application of policies in the National Planning Policy Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - (b) any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole.

Reasoned justification

- 3.5 The NPPF emphasises that all Local Plans should be based upon and reflect the presumption in favour of sustainable development. The principle informs both the policies and site allocations contained within the ‘Local Plan: Strategy and Sites’ and will be used to guide decision makers.
- 3.6 Local Planning Authorities are encouraged to include a policy within their Local Plan that embraces the presumption in favour of sustainable development. Policy ST1 meets this requirement and adopts the model wording suggested. When implementing Policy ST1, local circumstances will be taken into account to respond to different opportunities for achieving sustainable development. In accordance with policies in the NPPF that protect important natural and heritage assets, the presumption will not automatically apply to: habitats sites (including sites protected under the Birds and Habitats Directives) and/or designated as Sites of Special Scientific Interest (SSSIs), development requiring appropriate assessment because of its potential impact on a habitats site, land designated as Green Belt, or Local Green Space, designated heritage assets, and or locations identified as at risk of flooding.

Sustainability Appraisal Indicators

	1. Homes	2. Health	3. Flooding	4. Soil	5. Pollution	6. Biodiversity	7. Heritage	8. Open space/ Landscape	9. Transport	10. Economy	11. Climate Change	12. Water
Short Term	+	+	+	+	+	+	+	+	+	+	+	+
Medium Term	+	+	+	+	+	+	+	+	+	+	+	+
Long Term	+	+	+	+	+	+	+	+	+	+	+	+

Key Evidence

- National Planning Policy Framework (NPPF) 2021

ST2: Planning for the Borough

Spatial Development Strategy

- 1) The housing requirement for Spelthorne is 618⁹ dwellings per annum over the plan period (2022 – 2037), a total of 9,270. During the plan period, provision has been made for at least 9,270 new homes. Table 1 shows the contribution of all sources of housing supply.
- 2) Economic growth in Spelthorne will be supported by maintaining and intensifying the use of the Borough's employment floorspace offer. This will be done by;
 - safeguarding employment land,
 - provision of new land in line with needs identified through the most up to date evidence and
 - encouraging its innovative re-use in ways that better meet the needs of the market.
- 3) Provision for new permanent pitches for Gypsies and Travellers and new permanent plots for Travelling Showpeople (as defined by Planning Policy for Traveller Sites) to meet the accommodation needs in the Borough which are identified in the most up-to-date Gypsy and Traveller Accommodation Assessment (GTAA).
- 4) The Council expects that all development proposals located within or adjacent to town/local centres or a public transport interchange will seek to optimise the density of development, in order to make the most efficient use of the land in the most sustainable locations.
- 5) The Council expects that all development will, at a scale proportionate to the proposal, make a positive contribution to achieving the relevant targets relating to climate change and Biodiversity Net Gain.

Reasoned Justification

- 3.7 National policy requires that we meet objectively assessed housing needs, including any unmet needs from neighbouring authorities, where it is practical to do so and consistent with achieving sustainable development. Spelthorne's objectively assessed housing need has been based on the Government standard methodology set out in the NPPF 2021 and accompanying Planning Practice Guidance.
- 3.8 Spelthorne's total housing supply over the plan period (2022-2037) is indicated in the table below and will comprise homes from a variety of sources in addition to the Local Plan's site allocations.

⁹ As calculated using the standard method for assessing housing need. The Council will review the local housing need figure as and when appropriate, guided by the Government's approach to assessing housing need.

Sources of supply over the plan period: 2022 – 2037 (net number of homes)¹⁰

Source	Approx. number of units	Comments
Allocations	6073*	829 in Green Belt 5244 in Urban area 5% under-delivery discount applied
Brownfield Tier 2 sites (> 5 units)	1,729**	5% under-delivery discount applied
Windfall: Small sites	570	38 per annum x 15 years
Windfall: Office to residential permitted development	275	36 per annum in 6-10 years ¹ 18 per annum in 11-15 years
Under construction	792	As of 31 March 2022
Total	9,439	
Average per annum	629	

* Yields identified in the Local Plan supersede that identified in the SLAA for allocated sites.

** Excluding sites identified for allocation in the Local Plan

- 3.9 Spelthorne has an annual requirement for 618 homes per annum, which has been determined using the Government's standard methodology for calculating local housing need (LHN). The methodology uses the official 2014 household projections with an uplift to take account of local affordability.
- 3.10 The Council has produced a Strategic Land Availability Assessment (SLAA) to identify which parcels of land in the urban area could help to meet development needs and has also undertaken a Green Belt Assessment to determine which areas are weakly performing and could be released from the Green Belt. These evidence base documents have informed the sites identified for potential allocation in the Local Plan.
- 3.11 Not all sites identified in the SLAA have been allocated in the Local Plan due to their non-strategic nature and the lack of benefits identified from an allocation. As such they are expected to be delivered as windfall development and are identified as 'Brownfield Tier 2' sites. In addition, an allowance for small sites and office to residential permitted development has been identified based on past trends. Sites under construction as of March 2022 are included within the supply, with a 15 year period from 2022 to 2037.

¹⁰ Housing need is an unconstrained assessment of the number of homes needed in an area whereas housing supply is the number of homes anticipated to be delivered in the local authority area to meet these needs.

- 3.12 Spelthorne sits within a housing market area (HMA) with Runnymede Borough Council. Spelthorne shares its strongest economic links with Runnymede, Elmbridge and the London Boroughs of Hillingdon & Hounslow and together these authorities sit within a Heathrow focussed Functional Economic Market Area (FEMA). Runnymede has recently had its Local Plan examined. The Runnymede Local Plan will make provision for a minimum of 7,480 net additional dwellings over their plan period, a 20,000 sqm business park in New Haw and a 79,025sqm (7,350sqm net) office/business park at the Longcross Enterprise Zone. They are also seeking to deliver a minimum of 7,540sqm net retail floorspace and a minimum of 60,260 sqm net employment floorspace delivered in Runnymede Borough’s Strategic Employment Areas.

Sustainability Appraisal Indicators

	1. Homes	2. Health	3. Flooding	4. Soil	5. Pollution	6. Biodiversity	7. Heritage	8. Open space/ Landscape	9. Transport	10. Economy	11. Climate Change	12. Water
Short Term	+	+	0	+	?	0	0	0	+	+	?	?
Medium Term	+	+	-	+	?	0	0	0	+	+	?	?
Long Term	+	+	-	?	?	0	0	0	+	+	?	?

Monitoring Indicators

Indicator	Target	Data Source
Net number of new homes delivered per annum	618 (net)	In house Council Monitoring
Net number of additional permanent pitches for Gypsies and Travellers and 15 permanent plots for Travelling Showpeople	3 permanent pitches for Gypsies and Travellers 15 permanent plots for Travelling Showpeople	In house Council Monitoring
Net additional office and research and development (E (g) (i and ii)) floorspace	15,000 sqm of (net) office and research and development (E (g) (i and ii))	In house Council Monitoring
Net additional of storage and distribution (B8) floorspace	14,000 sqm of storage and distribution (B8) (net)	
Additional comparison retail floorspace	22,000 sqm (gross).	In house Council Monitoring

Key Evidence

- Strategic Housing Market Assessment (2015) and SHMA update (2019)
- Gypsy and Traveller Accommodation Assessment (2018)
- Employment Land Needs Assessment (Spelthorne Borough Council, 2018)
- Employment Land Needs Assessment Update (2022)

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4. Place Shaping

- 4.1 The National Planning Policy Framework (NPPF) 2021 attaches great importance to the design of the built environment and states that good design should contribute positively to making places better for people. Development should contribute to creating places that encourage mixed communities, promote walking and cycling, improve access to public transport, and ensure that new development connects with existing parks and open spaces for recreation. Our Plan will also protect the Borough's historic environment, including our listed buildings and Conservation Areas, which contribute to the Borough's character, sense of place and quality of life.
- 4.2 The Council declared a climate emergency in October 2020 and recognises that climate change is the greatest challenge currently facing us. Every decision we take must count towards reducing carbon emissions and both climate change mitigation and. Our Local Plan will help to support the transition to a low carbon future, helping to address the climate emergency, taking account of flood risk.

Responding to the climate emergency

- 4.3 The Local Plan plays a key role in addressing the climate emergency by reducing carbon dioxide emissions and supporting the transition to a zero carbon future. As well as helping to deliver improvements to flood risk, air quality, recycling and waste management.
- 4.4 Our climate is changing as a result of human activity and this will have substantial implications for society and our environment if we do not act. The council is committed to responding to climate change and has declared a climate change emergency in October 2020 joining a growing number of domestic and international authorities that have adopted a carbon-neutral target. Across the Council's services, all strategic decisions, budgets and approaches to planning decisions will be aligned with the goal of achieving a shift to carbon neutrality. The Council intends to accelerate its efforts by introducing greener buildings, transportation, greener investments and increasing renewable energy.
- 4.5 Working with other Surrey districts and Boroughs, and Surrey County Council, Surrey's Greener Futures Climate Change Strategy (2020-2050) and Climate Change Delivery Plan (2021) have been produced. The Local Plan will play a central role in delivering a number of aims set out in both. A central thread of the Local Plan is to plan for a low-carbon future in which carbon emissions and other greenhouse gases are reduced and we tackle and adapt to the new climatic norms.
- 4.6 The council will take a proactive approach to mitigating the effects of, and adapting to, climate change to ensure the future resilience of both communities and infrastructure. This includes locating new development in locations that reduces reliance on private motor vehicles as well as being designed and constructed in a way to achieve low or zero carbon buildings and facilitates more sustainable lifestyles including supporting the ability to work flexibly.

PS1: Responding to the climate emergency

- 1) All development must respond to the climate emergency by:
 - (a) Directing development towards locations that minimise the need to travel and maximise the ability to make trips by sustainable modes of transport including cycling, walking and public transport.
 - (b) Delivering an efficient use of land especially on the most accessible sites.
 - (c) Providing more walkable and cyclable neighbourhoods (Twenty Minute Neighbourhoods) that reduce demand for the use of private vehicles.
- 2) Sustainable design and construction will be integral to new development in the Borough. All planning applications¹¹ must include evidence that the below will be addressed, using as a minimum the Sustainable Construction Checklist:
 - (a) Maximising energy efficiency and integrating the use of renewable and zero carbon energy (demonstrated through an energy statement);
 - (b) Optimising the site orientation, building form, layout, landscaping and materials to maximise natural light and heat, whilst avoiding internal overheating by providing passive cooling and ventilation;
 - (c) Incorporate sustainable construction and demolition techniques that provide for the efficient use of minerals including a proportion of recycled or secondary aggregates, and encourage the re-use of construction and demolition waste at source or its separation and collection for recycling;
- 3) In residential development (including replacements, conversions and subdivisions)
 - (a) Achieve water efficiency of 110 litres per person per day¹² and where feasible provide rainwater harvesting techniques;
 - (b) Incorporate active electrical vehicle charging points in accordance with the latest guidance issued by Surrey County Council¹³;
 - (c) Where CHP distribution networks already exist, new developments are required to connect to them or be connection-ready, unless it can be clearly demonstrated that utilising a different energy supply would be more sustainable or connection is not feasible. The impacts of the CHP plants emissions upon air quality must be assessed in accordance with Policy E4;
 - (d) Incorporate measures for the secure storage of cycles and storage of waste including recyclable waste;
- 4) Proposals for zero carbon development are strongly supported and the development of renewable, low and zero carbon and decentralised energy¹⁴, are strongly supported and encouraged.
- 5) New homes should achieve a 31% reduction on the Dwelling Emission Rate (DER) against the Target Emission Rate (TER) based on the 2013 Edition of the 2010

¹¹ With the exception of applications for small householder extensions such as conservatories and porches and advertisement consent or prior notification

¹² through compliance with the Building Regulations which state that planning conditions can set the requirement to 110 litres rather than 125 litres.

¹³ Currently incorporated in Surrey CC Vehicular and Cycle Parking Guidance (January 2018).

¹⁴ Where meeting the air quality requirements of Policy E4

Building Regulations (Part L). A fabric first approach shall be prioritised, ensuring that at a minimum the thermal performance of the whole envelope exceeds that of the notional specification by 5%¹⁵.

- 6) Applications for major development are expected to include information setting out:
 - (a) how the energy hierarchy has been applied and how sustainable design and construction practice will be incorporated.
 - (b) applications should be accompanied by Construction Management Plans, which seek to manage the impact of construction traffic on the local and strategic transport networks
- 7) Smaller developments (including refurbishment, conversion and extensions to existing buildings) should include information proportionate to the scale of the development proposed.

Definitions

- 4.7 Zero carbon development means development where emissions from all regulated energy use are eliminated or offset. This definition may be reviewed in the future.
- 4.8 The definition of major development includes residential development of 10 dwellings or more (gross) and non-residential development of 1,000 sqm gross new floorspace or more.
- 4.9 Sustainability and energy statements should set out a level of detail proportionate to the scale of development.

Reasoned Justification

- 4.10 In June 2019, the Government announced that the UK will 'eradicate its net contribution to climate change by 2050' by legislating for net zero emissions – the first G7 country to do so. In order to reach this target, all buildings will need to be net zero carbon by 2050. In April 2021 Spelthorne Borough Council declared a climate emergency and has committed to work with the local community and all other relevant partner agencies to support making the Borough carbon neutral as soon as practically possible.
- 4.11 The Royal Town Planning Institute (RTPI) considers climate change to be one of the most crucial issues facing our communities today, and the increasing occurrence of severe climate-change related weather events is just a reminder of the urgency of this issue. The RTPI have asked the Government must reintroduce the requirement for all new-build homes to be zero-carbon¹⁶ and resources should be made available to help existing homes become carbon neutral.
- 4.12 The Council considers that sustainable design is indivisible from good design and that requiring sustainable design features in development is justified. The NPPF (para 148) sets out that the planning system should help to shape places in ways that

¹⁵ The energy use intensity for new homes should be reported on a kWh/m²/year gross internal area (GIA) basis.

¹⁶ A zero-carbon homes policy was axed in 2015 by then business secretary Sajid Javid, without consultation, a year before the policy was supposed to be introduced.

- minimise vulnerability and improve resilience and support renewable and zero carbon energy and associated infrastructure. The NPPF also sets out that planning should provide net gains in biodiversity.
- 4.13 The Planning Policy Guidance note titled Housing: Optional Technical Standards, sets out standards which can be adopted in Local Plan policies which go beyond the mandatory requirements of the Building Regulations for water efficiency and accessibility.
- 4.14 The policy sets a thermal performance target (higher fabric energy efficiency standard) exceeding current national because it is important to ensure that buildings do not need to be retrofitted at expense at a later date when more demanding regulations are introduced. For example if the Government proceeds with the Climate Change Committee's recent proposal that from 2028 no home should be able to be sold unless it reaches EPC B and C. This will also help safeguard against future heat decarbonisation pathways, by ensuring that new buildings can more easily transition to lower carbon heating sources in the near future. This is particularly pertinent for decarbonisation trajectories involving heat pumps, as effective use of the technology will require highly insulated and draught-proofed buildings to operate efficiently.
- 4.15 The South East of England is likely to face significant challenges from changing climate and weather patterns. To avoid the costs associated with retrofitting and replacement new buildings should be future proofed, suited to, and easily adaptable for, the range of climate conditions and weather patterns we are likely to see over the next century, and adaptable to new technologies. The buildings we build today are likely to be with us into the next century, therefore it is beneficial to build adaptable and efficient developments.
- 4.16 The purpose of the checklist is to highlight sustainable construction matters that developers can consider. It is not intended to duplicate the elements of sustainable construction that are incorporated into the building regulations. It will enable the Council to assess which sustainable construction principles have been considered in development proposals for new build and/or refurbishment of existing buildings, but does not seek to prescribe a set standard or requirement. The Council encourages a holistic approach where sustainable construction considerations are taken fully into account from initial project thinking through to development completion. This approach should achieve high quality sustainable development which is responsive to people's needs and can help avoid unnecessary project delay.
- 4.17 The future is likely to see a mix of zero carbon technologies used for heating. A government publication Clean Growth: Transforming Heating, an evidence review of the options for decarbonising heat, concluded that it is unlikely that there will be a one-size-fits all solution, so multiple technologies will play a role. The Future Homes Standard expects heat pumps will become the primary heating technology for new homes. The consultation response document states heat pumps are highly efficient, providing around three times the amount of heat compared to the electricity used. It goes on to say heat networks will also have an important role to play and are often an excellent solution for new buildings in towns and cities because of their ability to integrate the lowest-carbon heat sources. Heat networks are the only way to exploit larger scale renewable and recovered heat sources such as energy from waste, waste heat and heat from rivers and mines.

Sustainability Appraisal Indicators

	1. Homes	2. Health	3. Flooding	4. Soil	5. Pollution	6. Biodiversity	7. Heritage	8. Open space/ Landscape	9. Transport	10. Economy	11. Climate Change	12. Water
Short Term	0	0	0	0	0	0	0	0	+	0	++	+
Medium Term	0	+	0	0	+	0	0	0	+	+	++	+
Long Term	0	+	+	0	+	0	0	0	+	+	++	+

Monitoring Indicators

Indicator	Target	Data Source
Megawatts of installed small scale low and zero carbon energy capacity	Increase in number	Ofgem Feed in Tariff quarterly reports
Number of new dwellings complying with higher water efficiency standard	All new homes to comply with standard	Building regulations final certificates

Key Evidence

- RTPI (2018): Rising to the Climate Crisis: A Guide for Local Authorities on Planning for Climate Change. Available at <https://www.rtpi.org.uk/media/3568/rising-to-the-climate-crisis-1.pdf>
- [The New Homes Policy Playbook](#)
- The Future Homes Standard: 2019 Consultation on changes to Part L (conservation of fuel and power) and Part F (ventilation) of the Building Regulations for new dwellings Summary of responses received and Government response
- https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/956094/Government_response_to_Future_Homes_Standard_consultation.pdf

PS2: Designing places and spaces

- 1) The Council will require a high standard in the design and layout of new development. Proposals for new development should demonstrate that they will:
 - create buildings and places that are attractive with their own distinct identity;
 - respect and make a positive contribution to the street scene and the character of the area in which they are situated; and
 - pay due regard to the scale, height, proportions, building lines, layout, materials and other characteristics of adjoining buildings and land.

Impact on neighbours

- 2) Proposals for new development should demonstrate that they will achieve a satisfactory relationship to adjoining properties avoiding adverse and un-neighbourly impacts in terms of loss of privacy, daylight or sunlight, or overbearing effect due to bulk and proximity or outlook.

Accessibility

- 3) All new development will be designed to meet the needs of all users and be accessible to all. This includes the setting of the building in the wider environment, the location of the building on the plot, the gradient of the plot, transport infrastructure and public realm.

Landscaping

- 4) All new development should:
 - (a) incorporate landscape to enhance the setting of the development;
 - (b) avoid the loss of trees and other vegetation worthy of retention and supplemented with additional high-quality planting, or where retention is not feasible or desirable provide for high quality replacement planting; and
 - (c) provide for suitable boundary treatment to enhance the setting.

Public Realm

- 5) All development proposals should:
 - (a) seek to positively impact on public realm through:
 - enhancing the quality of existing public realm where appropriate;
 - establishing relationships between development proposals and existing public realm;
 - maximising opportunities to create new public realm where appropriate.
 - (b) ensure that public realm is well-designed, safe, inclusive, attractive, well-connected, adaptable, related to the local and historical context and easy to understand, service and maintain. Landscape treatment, planting, street furniture and surface materials should be of good quality, fit-for-purpose, durable and sustainable; and

- (c) seek to incorporate green infrastructure such as street trees and other vegetation into the public realm to support rainwater management through sustainable drainage, reduce exposure to air pollution, moderate surface and air temperature and increase biodiversity; and
- (d) ensure appropriate management, maintenance and governance arrangements are in place to secure the quality of public realm in perpetuity.

Safe, connected and efficient streets

- 6) All new development will be designed:
- (a) in a manner which is safe and welcoming, supporting natural surveillance through the use of active frontages and mixed used development. This will ensure maximum opportunities for natural security through layout and design, to reduce opportunities for crime and antisocial behaviour; and
 - (b) Secured by Design standards should be incorporated and consideration given to how an area functions at different times of day, on different days of the week and throughout the year.
 - (c) to ensure it connects appropriately to existing street patterns and creates safe and accessible spaces. Proposals should offer safe, attractive, legible and permeable routes which are suitable for all users, linking people with places through active and sustainable travel choices delivered to best practice standards and in accordance with the principals set out in the National Model Design Code¹⁷ and Manual for Streets¹⁸.

Major developments and allocated sites

- 7) Given the size, function and proposed density of major developments, particularly those exceeding 50 dwellings, tall buildings and/or allocated sites on former Green Belt land, it may not always be desirable to reflect locally distinct patterns of development. These sites should create their own identity to ensure cohesive and vibrant neighbourhoods. High rise development in appropriate locations will be expected to be supported by a visual impact assessment and demonstrate a positive contribution to the skyline through its architectural merits. In Staines, the Development Framework will provide site specific guidance on the design of larger and tall buildings. On a case-by-case basis, it may be appropriate for larger developments to be shaped by a design panel review process at the applicant's expense, and in conjunction with the Council.

¹⁷ <https://www.gov.uk/government/publications/national-model-design-code> and any subsequent updates

¹⁸ <https://www.gov.uk/government/publications/manual-for-streets> and any subsequent updates

Definitions

- 4.18 The public realm includes all the includes all publicly accessible space between buildings, whether public or privately owned, including but not limited to streets and squares, public open spaces and river environs.

Reasoned Justification

- 4.19 High quality in the design and layout of new development is fundamental to achieving identified needs and creating places where people want to live and will thrive. Design is not just limited to the appearance of development, it includes many other elements such as layout and orientation which can contribute to creating safe and secure environments and will impact how much energy occupiers use over a buildings lifetime. The design of the built environment has a direct effect on how places are used. The relationship between buildings, spaces and landscape is important as well as the more detailed design and materials used. Good design will influence how people move around our settlements, how they interact and how places make people feel. When considering applications, the Council place a high value on good design because of its importance and how it affects people's daily lives.
- 4.20 The NPPF states that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Urban design and architecture can contribute to health outcomes through encouragement of more active lifestyles. Development should be encouraged to create places that result in mixed communities. It should cater for the needs of different types of people, including the young and old, encourage walking and cycling, improve access to public transport, and ensure that new development connects with existing parks and open spaces for recreation. Building exteriors and public realm should be designed in a way that contributes to pedestrian friendly environments.
- 4.21 Planning applications must be supported by design statements and the Council expects these to show how all the issues covered in the policy have been addressed. The level of detail required will be proportionate to the scale and nature of the development and for some small scale proposals, such as domestic extensions, some of the criteria may not be relevant.
- 4.22 The Council's current SPD on design¹⁹ elaborates on this policy and is intended to be a practical guide to help achieve high standards of design. It is aimed at a wide audience which includes home owners, architects, developers and those affected by planning proposals.
- 4.23 Sport England have developed 10 principles to inspire and inform the layout of cities, towns, villages, neighbourhoods, buildings, streets and open spaces, to promote sport and active lifestyles. Below is a brief overview of these six of these principles which are supported by the Local Plan:
- Activity for all neighbourhoods: Enabling those who want to be active, whilst encouraging those who are inactive to become active.

¹⁹ Design of residential extensions and new residential development

- Walkable communities: Creating the conditions for active travel between all locations.
- Connected walking and cycling routes: Prioritising active travel through safe, integrated walking and cycling routes.
- Co-location of community facilities: Creating multiple reasons to visit a destination, minimising the number and length of trips and increasing the awareness and convenience of opportunities to participate in sport and physical activity.
- Network of multifunctional open space: Providing multifunctional spaces opens up opportunities for sport and physical activity and has numerous wider benefits.
- High quality streets and spaces: Well-designed streets and spaces support and sustain a broader variety of users and community activities.

Sustainability Appraisal Indicators

	1. Homes	2. Health	3. Flooding	4. Soil	5. Pollution	6. Biodiversity	7. Heritage	8. Open space/ Landscape	9. Transport	10. Economy	11. Climate Change	12. Water
Short Term	0	+	0	+	+	+	+	+	+	0	+	0
Medium Term	0	+	0	+	+	+	+	+	+	0	+	0
Long Term	0	++	0	+	+	+	+	+	+	+	+	0

Monitoring Indicators

Indicator	Target	Data Source
Number of new developments achieving the “Built for Life” quality mark	N/A	Planning applications and appeals
Percentage of appeals allowed for applications originally refused for design reasons	Reduction in the percentage of appeals allowed that are considered to be poorly designed	Planning appeals

Key Evidence

- Building for Life 12: The sign of a good place to live (Design Council, Third Edition 2013)
- By Design, Urban Design in the planning system: towards better practice (DETR, 2000)
- Active by Design: Designing places for healthy lives – A short guide (Design Council, 2014)
- Technical housing standards – nationally described space standards (DCLG, 2015)

- Secured by Design, Design Guides (Various years, available online at: <http://www.securedbydesign.com/industry-advice-and-guides/>)

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PS3: Heritage, Conservation and Landscape

- 1) The Council will seek to preserve, conserve and enhance as appropriate the architectural, historic and landscape character of the Borough. The Council will also expect all new development proposals to make a positive contribution to the environment taking account of any relevant design codes.

Heritage

- 2) Proposals for development which may affect any heritage asset (designated or undesignated & including listed buildings) will be required to demonstrate, through the submission of appropriate appraisals and investigations and in a Design and Access Statement, that the asset and its setting will be conserved and enhanced.
- 3) The Council will support appropriate development which seeks to maintain, sustain and enhance the significance and special architectural and historic interest of Listed Buildings in the Borough.
- 4) Considerable weight will be given to the protection of a listed building and its setting. Development of a listed building, or development within the curtilage or within the vicinity of a listed building or structure, should conserve and/or enhance its setting and any features of special architectural or historical interest which it possesses
- 5) Proposals for extensions and or alterations to heritage assets must demonstrate that the development will respect the historic form, setting, fabric and any other aspects that contribute to the significance of the host building. Any features of architectural or historic interest should be retained in situ and repaired rather than replaced wherever possible.
- 6) The Council will keep under review all non-designated assets identified as being of local importance or distinctiveness and will, as necessary, identify new assets which contribute to the local character or distinctiveness of the area.
- 7) Where any heritage asset appears to be at risk, either through neglect, decay or other threats, and where its loss would cause significant harm, the Council will work with owners to secure the enhancement of the asset and its setting for the benefit of the local character, in conjunction with other partners.

Scheduled and Ancient Monuments & Archaeological Areas

- 8) Proposals for development will be required to conserve, and where appropriate, enhance the significance, historic features and importance of Scheduled and other nationally important ancient monuments (as shown on Policies \Map). Proposals which improve public access to, or the understanding of, a Scheduled Monument in a manner consistent with its conservation, will be supported.
- 9) Proposals for development which adversely affect the physical survival, setting or overall heritage significance of a scheduled or other nationally important ancient monument will not be supported.
- 10) Proposals for development on sites which affect, or have the potential to affect:
 - Scheduled Monuments;

- County Sites of Archaeological Importance (CSAI) or Areas of High Archaeological Potential (AHAP), as shown on the Policies Map
- all other sites which exceed 0.4ha in size. should:
 - (a) Submit an archaeological assessment, and where appropriate the results of a site evaluation (and, should remains have been identified, an accompanying archaeological mitigation strategy) with a planning application.
 - (b) Where archaeological finds are identified the first consideration will be in situ preservation. Where it can be demonstrated to the satisfaction of the Council that this is not feasible, the Council will require adequate excavation and an accurate record to be made of any archaeological remains which will be destroyed and the results to be made publicly accessible via the publication and archiving of any material recovered.

Conservation Areas

- 11) The Council will continue to conserve and enhance the character and setting of the existing conservation areas, as shown on the Policies Map. The Council will require proposals for new development to demonstrate that they will make a positive contribution to the setting and local character of the conservation area

Tree Preservation Orders

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

Landscape

- 13) The Council will seek that new development respects the existing landscape character, avoids harm, and provides for the positive enhancement of the landscape by the design, scale and setting of any new building. Reference should be made to the most up-to-date Landscape Character Assessment or equivalent.
- 14) Development which would have a significant detrimental effect on the landscape setting of the Borough will only be permitted where it can be demonstrated that the harm is outweighed by substantial public benefits or other benefits that outweigh the harm to or loss of the landscape setting.
- 15) The Council will work with its partners in the public, private and voluntary sectors to develop and secure the implementation of projects designed to improve and maintain the landscape, particularly areas which have become degraded, derelict or contaminated and where remediation is necessary to provide opportunities for landscape enhancement and public enjoyment.

Reasoned Justification

- 4.24 The Borough contains an important legacy of historic buildings including nearly 200 statutorily Listed Buildings and a further 160 buildings and structures of local architectural or historic interest. Many of these are located within the eight Conservation Areas.

- 4.25 The NPPF requires local authorities to identify opportunities for the conservation, enjoyment and enhancement of heritage assets and their setting whilst having regard to the need to reflect and enhance local character and distinctiveness.
- 4.26 The NPPF also requires that new development is visually attractive and contributes to and enhances the natural and local environment and is sympathetic to local character and landscape.
- 4.27 The NPPF recognises that heritage assets are irreplaceable resources and requires Local Authorities to maintain and strengthen their commitment to stewardship of the historic environment, and to adopt suitable policies to protect it. The Council will work with partners such as Historic England and others to ensure that buildings of heritage value are maintained.
- 4.28 There are four scheduled ancient monuments within Spelthorne and these are:
- Caesar’s Camp at Matthew Arnold School, Kingston Road SAM No. 146
 - Anglo-Saxon cemetery, west of Saxon Primary School, Briar Road SAM No. 142
 - Chertsey Bridge SAM No. 68
 - Lord Knyvett’s Schoolhouse, High Street, Stanwell SAM No. 147

Sustainability Appraisal Indicators

	1. Homes	2. Health	3. Flooding	4. Soil	5. Pollution	6. Biodiversity	7. Heritage	8. Open space/ Landscape	9. Transport	10. Economy	11. Climate Change	12. Water
Short Term	0	+	0	0	0	0	++	+	0	+	0	0
Medium Term	0	+	0	0	0	0	++	+	0	+	0	0
Long Term	0	+	0	0	0	0	++	+	0	+	0	0

Monitoring Indicators

Indicator	Target	Data Source
Number of buildings on EH Risk Register	No loss of Heritage Assets	UK Heritage at Risk Register
Number of buildings repaired and refurbished	No loss of Heritage Assets	Planning applications and surveys
Number of schemes in Conservation Areas providing positive enhancement	No loss of Heritage Assets	Planning applications and surveys
Area of land restored or enhanced	No derelict or degraded land	Survey and minerals and waste planning applications

Key Evidence

- Register of Heritage Assets
- Register of Buildings at Risk
- Listed Buildings (statutory list)
- Local List of Buildings and Structures of Historic Interest
- UK Heritage at Risk Register
- Conservation Areas
- Landscape Character Areas
- Archaeological Areas

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5. Spatial Policies

- 5.1 The spatial policies provide the basis around which the Council can secure improvements to the centres in the Borough. This allows for all development needs to be considered within suitable locations including housing, as well as employment and retail space. This is reflected through an area-based approach which sets out a hierarchy for development types, which suit the size and character of the area. This will lead to improvements to the benefit of residents and users through enhanced public spaces and accessibility.
- 5.2 As well as considering the urban environment, there is also an approach to the Borough's river network. This allows for opportunities to improve the local environment and biodiversity as well as ensuring that impacts on the network are avoided or mitigated.

SP1: Staines-upon-Thames

Strategy

- 1) Recognising its size, location and significant opportunity for further regeneration, Staines-upon-Thames will be a key focus for housing, employment and retail development in the Borough. The guidance for how the town grows sustainably and coherently will be provided within a new Staines Development Framework (the Framework) to deliver development to meet need

Infrastructure

- 2) Growth of the town will be dependent on enhanced infrastructure, particularly to capitalise on the proximity to Heathrow Airport. The Council will support proposals that facilitate new and improved public and sustainable transport links, education facilities, healthcare services, and social and community uses in accessible locations, working with infrastructure providers to identify projects for funding.
- 3) Flood risk management infrastructure should be incorporated into proposals where appropriate. Current and expected flood risk from all sources should be managed in a sustainable and cost-effective way.

Retail and Leisure

- 4) New development should support the position of Staines at the top of the retail and leisure hierarchy within the Borough. Proposals that contribute to culture, the arts and access to the River Thames will be considered favourably in accordance with the Framework.
- 5) Mixed-use development that has the potential to introduce new community and healthcare uses to the centre will be encouraged which increase foot-fall and contribute to the vitality and viability of the centre.

Character

- 6) The Staines Conservation Area (shown on the Policies Map) will be preserved and enhanced. New development in Staines is likely to be high density in suitable locations within the town centre to maximise efficient use of land but will be expected to achieve high quality design in accordance with the Framework. Proposals will be supported that protect and enhance the local character of the area.
- 7) The Staines Development Framework sets out more sensitive character areas where height and density limits will apply to new buildings. Development proposals in the relevant zones will be expected to comply with these limits unless, in exceptional cases, there is robust justification for a deviation that weighs heavily in favour of granting permission. This could include a higher proportion of affordable housing than required by policy, exemplary design or significant benefits to the community.

Opportunities

- 8) Southern Rail Access to Heathrow that includes a station at Staines, and Southern Light Rail as the Council's preferred solution, is considered essential for the town to maximise access to the airport, regardless of any expansion proposals.
- 9) Any proposed tall buildings will be designed to reflect the redefined character of Staines and the design is to be of high standard, guided by principles in the Framework. There are opportunities to improve existing local leisure facilities and the evening economy.
- 10) There are opportunities for attractive riverside development and public realm enhancement. Improved access will be encouraged in order to maximise the asset that is the River Thames-side location.
- 11) Renewable and zero carbon energy solutions will be expected to be incorporated in all new development, including opportunities for Air Source Heat Pumps (ASHP) and district heat networks or suitable alternative.

Reasoned Justification

- 5.3 Staines-upon-Thames is the main town centre within Spelthorne and therefore sits top of the centre hierarchy in the Borough. In this role, Staines is required to support a variety of uses, including shops, offices, leisure and entertainment facilities. It is therefore necessary to consider how to ensure Staines continues to perform its function as part of the Framework. Through this, Staines has the opportunity to grow and develop into a thriving town that can take advantage of its close proximity to Heathrow Airport and proposed new public transport schemes are likely to enhance its connectivity further. Identified as a 'Step up Town' by the EM3 Local Enterprise Partnership, Staines is already on the map and its growth is sustainable and meets the needs for residents, businesses and visitors. For this reason, the Staines Development Framework will deliver an ambitious and viable vision for the transformation and regeneration of the whole town. The Framework will be adopted as a Supplementary Planning Document to guide decision-making, supporting the Local Plan and this policy.
- 5.4 As well as accommodating growth, Staines also has significant character through the Staines Conservation Area and the proximity to and views of the river. There is

therefore an expectation that any new development which affects the setting of the Conservation Area or the river will respect the character and enhance this.

- 5.5 The growth of Staines will allow opportunities to improve public realm and pedestrian linkages through the town centre. This will also provide opportunity to take advantage of the river and the footpath network through the Thames Path where possible. Utilising this asset is therefore a key strand of enhancing Staines and justifies its inclusion as part of the policy.
- 5.6 Flood Risk is a notable constraint within Staines Town Centre. Flood Risk Management should therefore be a collaborative effort between the Environment Agency, the Lead Local Flood Authority, developers and infrastructure providers to ensure that the impacts are minimised as much as possible for current and future generations.
- 5.7 Mixed-use development within Staines town centre will reduce the need to travel and provide homes close to transport hubs. Mixed-use development presents opportunities to make good use of community combined heat and power, as the different types of use spread demand for heat and power over the day, evening and night. The buildings are likely to be in close proximity and reduce the cost of developing the heat network. Leisure and retail facilities can provide a base demand to help the efficiency of the system. Taller buildings will require piling for deep foundations which may provide opportunities for ground source heat.

Sustainability Appraisal Indicators

	1. Homes	2. Health	3. Flooding	4. Soil	5. Pollution	6. Biodiversity	7. Heritage	8. Open space/ Landscape	9. Transport	10. Economy	11. Climate Change	12. Water
Short Term	+	+	-	+	0	+	+	+	+	+	0	?
Medium Term	++	+	-	+	0	+	+	+	+	+	+	?
Long Term	++	+	-	++	0	+	+	+	+	++	+	?

Monitoring Indicators

Indicator	Target	Data Source
Amount of floorspace for main town centre uses	N/A	Planning applications and appeals
Number of dwellings completed each year within Staines	N/A	Planning applications and appeals

Key Evidence

- Staines Development Framework
- Retail and Town Centre Study 2018
- Enterprise M3 LEP

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SP2: Ashford, Shepperton and Sunbury Cross

Strategy

- 1) Ashford, Shepperton and Sunbury Cross offer the potential for development opportunities to help meet identified needs. There are opportunities to maximise the efficient use of land by raising densities whilst ensuring high quality design, particularly around public transport interchanges, within the existing character. New developments will be expected to provide infrastructure improvements necessary to mitigate impacts.

Infrastructure

- 2) The Council will support proposals that seek to improve infrastructure to support the anticipated level of development in the centres. The Council will work with infrastructure providers to identify projects for funding. Improvements will be sought for:
 - (a) Public transport and sustainable and active travel opportunities, including improvements to bus networks and access to rail stations.
 - (b) Education facilities and healthcare services.
 - (c) Social and community uses including open space provision in accessible locations.
 - (d) Public realm to enhance connectivity for pedestrian access, encourage the use of cycling and to provide car parking opportunities. Public realm improvements should positively contribute towards enhancing the existing local character.

Retail and main town centre uses

- 3) The Council will seek to preserve and enhance the role and diversity of uses in Ashford, Shepperton and Sunbury Cross to strengthen the vitality and viability of each centre. Development proposals are expected to be consistent with the scale and function of each centre and will be directed to the Primary Shopping Areas as shown on the Policies Map.

Character

- 4) The Conservation Areas around Shepperton (shown on the Policies Map) will be preserved and enhanced, along with heritage assets. Proposals will be supported that protect and enhance the local character of the area.

Opportunities

- 5) Sunbury Cross offers an opportunity to encourage sustainable and active modes of travel through improvements to local bus networks and to the public realm to enhance safety and connectivity. These opportunities can be identified through Spelthorne's most up-to-date Local Cycling and Walking Infrastructure Plan (LCWIP). This will also contribute to improving air quality, particularly around Sunbury Cross roundabout.
- 6) Ashford offers the opportunity to enhance the local level retail and leisure offer including health and fitness facilities and children's play spaces. In addition, improvements to the public realm will enhance connectivity and present the

opportunity to provide more accessible car parking through rationalising of available land and public realm, where appropriate.

- 7) Shepperton would benefit from improvements to bus and rail services to improve connectivity and support active and sustainable modes of travel. Opportunities to secure these improvements will be supported by the Council
- 8) Renewable and zero carbon energy solutions will be expected to be incorporated in all new development, including opportunities for Air Source Heat Pumps (ASHP) and district heat networks or suitable alternative.

Definitions

- 5.8 Primary Shopping Area is a defined area where retail development is concentrated.
- 5.9 Public Transport interchanges are defined as rail stations and bus stations within the Borough and are shown on the Policies Map. For the district centres, Ashford rail station, Sunbury rail station and Shepperton rail station are relevant. Standalone bus stops are not included within the definition of public transport interchanges.

Reasoned Justification

- 5.10 Ashford, Shepperton and Sunbury Cross are identified in the centre hierarchy as district centres offering retail facilities to their communities but without the range of retail offer provided in Staines. Ensuring vitality in the centres involves bringing unused retail units back into occupation and seeking to provide a diverse range of stores. Encouraging expansion where appropriate within the Primary Shopping Areas of each centre would allow for growth in this sector.
- 5.11 Improvements in public realm, especially at Ashford and Sunbury Cross, will improve safety and connectivity for pedestrians. In the case of Sunbury Cross, public realm improvements will make pedestrians safer given the interaction with cars on the A308 when accessing the retail area. Opportunities to improve access across the Sunbury Cross roundabout, to improve linkages to Sunbury rail station, should also be sought as part of this public realm improvements package.
- 5.12 Ashford, Shepperton and Sunbury Cross each have their own mainline train station to provide connectivity into central London via Richmond and Kingston. This accessibility makes the three district centres attractive places to live. Providing housing around transport interchanges such as rail stations accords with the NPPF in making effective use of land. Whilst this approach would lead to higher densities, it is also important to ensure that the quality of design and standards are maintained and all necessary infrastructure is secured to mitigate the impacts of new development
- 5.13 Each of the three centres have their opportunities where improvements could be sought and these have been identified within the policy. In addition to these, the three centres have more general infrastructure needs which will likely increase should growth occur and place greater pressures on existing services. This issue has been highlighted as a key component of delivering growth in the centres. Infrastructure improvements will need to be in an accessible location to cater for all sections of the local community and ensure that this can be fully utilised.

Sustainability Appraisal Indicators

	1. Homes	2. Health	3. Flooding	4. Soil	5. Pollution	6. Biodiversity	7. Heritage	8. Open space/ Landscape	9. Transport	10. Economy	11. Climate Change	12. Water
Short Term	+	+	0	+	0	+	+	0	+	+	0	?
Medium Term	+	+	0	+	0	+	+	+	+	+	+	?
Long Term	+	+	-	+	0	+	+	+	+	++	+	?

Monitoring Indicators

Indicator	Target	Data Source
Number of vacant ground floor uses within the Primary Shopping Area	N/A	Annual retail surveys
Permissions granted for retail uses (Use Class E)	None	Annual retail surveys, planning applications and appeals
Permissions granted for change of use from retail (E) to other uses that would result in a net loss of retail uses in a Primary Shopping Area	None	Planning applications and appeals.
Number of new dwellings completed in the three centres	N/A	Planning applications and appeals
Quantity of open space	No loss of open space, identified deficiencies met by end of plan period	Planning applications and appeals

Key Evidence

- Retail and Town Centre Study 2018
- Annual Retail Surveys
- Open Space Assessment (2019)
- Playing Pitch Strategy

SP3: Stanwell and Stanwell Moor

Strategy

1. The Council will support the communities of Stanwell and Stanwell Moor and will seek to secure improved economic, social and environmental benefits.

Infrastructure

2. The Council will work with infrastructure providers, developers and other key stakeholders to identify long term sources of funding and secure proposals for new infrastructure which offer sustainable transport links including active travel and public transport to improve access into and out of Heathrow Airport and other employment areas.
3. The Council will support the provision of new social facilities including education and healthcare services as well as new leisure facilities to meet identified local needs.
4. The Council will support proposals which enhance the function and setting of the local watercourses and river corridors and the rights of way network throughout the area.

Retail

5. The Council will protect the role that local facilities play in providing for the needs of the communities in Stanwell and Stanwell Moor. Development proposals for Use Class E, particularly retail, will be supported, where the scale is considered to complement the needs of the communities and the local character.

Character

6. The Stanwell Conservation Area (shown on the Policies Map) will be conserved and enhanced, along with heritage assets. Proposals will be supported that protect and enhance the local character of the area.
7. The Council will work with Surrey County Council to ensure that the areas of current and former mineral sites are fully restored or enhanced as to the agreed restoration plans for the benefit of the local community.

Opportunities

8. The Council will support opportunities for new and enhanced open spaces within Stanwell and Stanwell Moor and will encourage improved linkages as part of the wider green infrastructure network to promote walking and cycling, including improvements in cycling routes to Heathrow.
9. Opportunities to improve access to Staines Moor will also be pursued, where these do not impact upon the Moor. Additionally, improvements to connectivity to the Colne Valley Regional Park will also be sought.
10. The Council will support opportunities for new housing provision where it is sustainably located, makes an efficient use of land and complements the local character.

11. Renewable and zero carbon energy solutions will be expected to be incorporated in all new development, including opportunities for Air Source Heat Pumps (ASHP) and district heat networks or suitable alternative

Reasoned Justification

- 5.14 Stanwell and Stanwell Moor are communities to the north of the Borough which are less well connected to the rest of Spelthorne. Stanwell is more developed to the south and links with the northern-most part of Ashford, whilst Stanwell Moor has a more distinct, rural character. Both Stanwell and Stanwell Moor are heavily impacted by Heathrow Airport. There is therefore a requirement for these communities to benefit from new and improved facilities and infrastructure where this can be secured.
- 5.15 Clare Road in Stanwell is identified as an important shopping parade which supports its local community. There is therefore a need to ensure that the vitality and viability of this parade is maintained and enhanced where appropriate. Stanwell Moor has a small area of retail provided on Horton Road, the offer for which is limited and further improvements could be sought. Stanwell and Stanwell Moor would benefit from improved local connectivity with other parts of the Borough and with Heathrow Airport. These improvements would focus around enhanced public transport and opportunities to encourage sustainable and active travel through cycle ways and improved pedestrian linkages.
- 5.16 The proximity of Stanwell Moor to Staines Moor provides opportunities to enhance access to this important site. As part of this, opportunities to maintain and enhance linkages to the wider Colne Valley Regional Park, will be sought so as to encourage residents to use these key natural spaces to improve health and wellbeing.

Sustainability Appraisal Indicators

	1. Homes	2. Health	3. Flooding	4. Soil	5. Pollution	6. Biodiversity	7. Heritage	8. Open pace/ Landscape	9. Transport	10. Economy	11. Climate Change	12. Water
Short Term	+	+	0	0	0	+	+	+	+	+	0	?
Medium Term	+	+	0	0	0	+	+	+	+	+	+	?
Long Term	+	+	0	0	0	+	+	+	+	+	+	?

Monitoring Indicators

Indicator	Target	Data Source
Permissions granted for Use Class E or change of use to Use Class E	N/A	Planning applications and appeals
Area of land restored or enhanced	No derelict or degraded land	Survey and minerals and waste planning applications
Number of schemes in Conservation Areas providing positive enhancement	No loss of heritage assets	Planning applications and appeals Surveys
Quantity of open space	No loss of open space, identified deficiencies met by end of plan period	Planning applications and appeals

Key Evidence

- Annual Retail Survey
- Open Space Assessment (2019)
- Playing Pitch Strategy

Green Belt

- 5.17 Full Green Belt policy can be found in the National Planning Policy Framework and this policy is not intended to repeat it, but to provide local detail on specific policy matters.

SP4: Green Belt

- 1) The Green Belt boundary is defined on the Policies Map. In order to uphold the fundamental aims of the Green Belt to prevent urban sprawl and to keep land within its designation permanently open, inappropriate development will not be approved unless very special circumstances can be demonstrated. Very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm is clearly outweighed by other considerations.

Replacement and extension of buildings in the Green Belt

- 2) The Council will permit the replacement of a building in the Green Belt provided the new building:
 - (a) would be in the same use²⁰;
 - (b) is not materially larger than the one it replaces;
 - (c) is sited on or close to the position of the existing building, unless an alternative position would benefit the openness of the Green Belt; and
 - (d) does not have a materially greater impact on the openness of the Green Belt.
- 3) The Council will permit the extension and alteration to a building in the Green Belt provided the addition:
 - (a) is not disproportionate, over and above the size of the original building; and
 - (b) does not have a materially greater impact on the openness of the Green Belt.

Reasoned Justification

- 5.18 The Metropolitan Green Belt plays a key role in Spelthorne to protect its character by preventing the immediate outward sprawl of London, to ensure settlements do not merge into each other, encouraging development of previously developed land and safeguarding the countryside from encroachment. In developing this Local Plan, a two-stage review of the Green Belt was undertaken to assess the extent to which land in the Borough fulfils these purposes. As a result, some land was considered not to perform these functions to the extent that warranted retaining the Green Belt designation and the decision was made to amend the boundary to remove areas that

²⁰ Re-use of buildings in the Green Belt are not inappropriate under the NPPF provided they preserve its openness, do not conflict with the purposes of including land within it and are of a permanent and substantial construction.

did not perform well and should be developed for other uses instead. The current area of Green Belt following removal of those sites is shown on the Policies Map.

- 5.19 The original building will be determined based on its size as existing on 1 July 1948 or first built if later than this date. This is to enable the effect of cumulative development to be taken into account when a building has been extended previously. The cumulative impact of a series of small extensions can be just as great as a single large addition. The size of the plot is not relevant when considering whether a replacement building is materially larger or an extension results in disproportionate additions.
- 5.20 This Policy applies to dwellings within the former Plotland Areas that lie within the Green Belt. Other policies that protect the character of the riverside will be relevant to these dwellings even though the former Plotlands designation no longer applies. The removal of the designation is a key change to this Local Plan. It was considered that the application of policies on Plotland Areas was inconsistent across the local authorities that have or had the designation, as some applied it in addition to Green Belt policy and some applied it instead of Green Belt policy. Spelthorne previously applied the policy in addition to Green Belt policy and set out design based criteria to protect the distinctive character of the river and is not strictly relevant to Green Belt, which can be covered instead by design policies for riverside development.
- 5.21 Proposals within the Green Belt will also be expected to comply with all other Local Plan policies, particularly those that cover design, amenity, landscape, biodiversity and flooding.

Sustainability Appraisal Indicators

	1. Homes	2. Health	3. Flooding	4. Soil	5. Pollution	6. Biodiversity	7. Heritage	8. Open space/ Landscape	9. Transport	10. Economy	11. Climate Change	12. Water
Short Term	0	0	0	0	0	0	0	+	0	0	0	0
Medium Term	0	0	0	0	0	0	0	+	0	0	0	0
Long Term	0	0	0	0	0	0	0	+	0	0	0	0

Monitoring Indicators

Indicator	Target	Data Source
Permissions granted for inappropriate development in the Green Belt without very special circumstances	Nil	Planning applications and appeals

Key Evidence

- Green Belt Assessment Stage 1, 2017
- Green Belt Assessment Stage 2, 2019
- Green Belt Assessment Stage 3, 2022

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SP5: Colne Valley Regional Park

- 1) The extent of the Colne Valley Regional Park (CVRP) within the Borough is defined on the Policies Map. As a member of the CVRP, the Council will seek to maintain the character and landscape of the Park and promote its benefits.
- 2) The Council will expect proposals for development within the Colne Valley Park to make a positive and sustainable contribution towards implementing the objectives of the Park. The Council will support, in principle, development within the Park where it can be demonstrated that it will:
 - (a) maintain and enhance the landscape and historic environment of the Park and its overall amenity value;
 - (b) contribute to the objectives of the Park;
 - (c) conserve and enhance biodiversity within the Park through the protection and management of its species, habitats and geological features;
 - (d) provide opportunities for countryside recreation and ensure that facilities are accessible to all;
 - (e) contribute to a vibrant and sustainable rural economy within the Park;
 - (f) encourage community participation, including volunteering and environmental education, and promote the health and social well-being through high quality green space and its contribution to the wider green infrastructure network and;
 - (g) carry out appropriate surveys, should development within the Park amount to changes to biodiversity areas or designations and recreational facilities.

Reasoned Justification

- 5.22 The Colne Valley Regional Park covers over 10,000 hectares to the west of London. It forms a narrow corridor of countryside, much of it within the Green Belt, stretching from Rickmansworth in the north to Staines and Wraysbury in the South where the River Colne joins the Thames. It is some 14 miles long and 3 miles wide at its widest point. It straddles a number of local authority boundaries. The area within Spelthorne covers some 1,000 hectares and comprises three major reservoirs, the areas of Staines Moor, Hithermoor and the settlement of Stanwell Moor.
- 5.23 The Colne Valley Regional Park was conceived in the 1960's with the broad aim of providing for informal recreation in a countryside setting. The original objectives remain just as valid today, although they have been updated, modified and extended over the last 50 years:
1. To maintain and enhance the landscape, historic environment and waterscape of the Park in terms of their scenic and conservation value and their overall amenity.

2. To resist urbanisation of the Colne Valley Park and to safeguard existing areas of countryside from inappropriate development.
 3. To conserve the biodiversity resources of the Park through the protection and management of its diverse plant and animal species, habitats and geological features.
 4. To provide opportunities for countryside recreation including appropriate accessible facilities.
 5. To achieve a vibrant and sustainable rural economy, including farming and forestry, underpinning the value of the countryside.
 6. To encourage community participation including volunteering and environmental education and promote the benefits of health and social well-being afforded by access to high quality green space.
- 5.24 The Council supports the objectives of the Park and will seek to ensure that land within it is kept open and available for informal recreation where possible and that any proposals for development make a positive contribution to the setting of the Park, its landscape and recreational potential.
- 5.25 The CVRP produced the Colne and Crane Green Infrastructure Strategy in 2019 which highlighted numerous challenges facing the Park. These challenges include significant development pressure and the need to enhance green infrastructure assets. Improving the network of green infrastructure could benefit Spelthorne by enhancing linkages to the CVRP and wider areas within the Borough. By supporting the approach by CVRP, this presents the Council with the opportunity to enhance beneficial use of the Green Belt linked with the Park, where appropriate.

Sustainability Appraisal Indicators

	1. Homes	2. Health	3. Flooding	4. Soil	5. Pollution	6. Biodiversity	7. Heritage	8. Open space/ Landscape	9. Transport	10. Economy	11. Climate Change	12. Water
Short Term	0	+	0	0	0	+	+	+	0	+	0	0
Medium Term	0	+	0	0	0	+	+	+	0	+	0	0
Long Term	0	+	0	0	0	+	+	+	0	+	0	0

Monitoring Indicators

Indicator	Target	Data Source
Land lost to inappropriate development in the Green Belt within the boundaries of the Park	No loss of Green Belt to inappropriate development	Planning applications and appeals
Provision of recreational facilities within the Park	Net gain of recreational facilities	Survey and planning application records
Changes to biodiversity	Net gain of biodiversity areas and/or designations	Survey and published data
Landscape enhancement/restoration schemes completed	Net gain of land under active management for agriculture, recreation and leisure	Survey and planning application records

Key Evidence

- Current facilities
- Area of land in agricultural use
- Area of land in recreational use
- Area of land subject to restoration schemes
- Rights of Way and Permissive paths
- SPA, SSSIs and SNCIs
- Colne Valley Regional Park: Green Infrastructure Strategy – Colne and Crane Valleys (2019)

SP6: River Thames and its Tributaries

River Thames

- 1) The River Thames is a strategically important and iconic feature of Spelthorne. It is an important natural and cultural asset providing leisure, ecological, environmental, landscape and economic benefits. This role will be protected and promoted. The special character and setting of the River Thames as defined on the Policies Map will be conserved and enhanced, and appropriate development proposals associated with river related activities and employment will be supported.
- 2) The Council supports opportunities to increase the use of the rivers for tourism and improving river-based and riverside recreation and leisure activities. All development proposals should protect and enhance the river and its setting as a valuable resource for biodiversity, wildlife and as an SNCI. Where possible and where there will be no adverse effect on the SNCI, development proposals should support infrastructure such as boatyards, moorings, jetties and safety equipment etc.
- 3) Proposals for riverside development and improved facilities will need to demonstrate that there will be no unacceptable impact upon navigation, biodiversity, flood risk and landscape setting.
- 4) Development proposals on the riverside should respect and make a positive contribution to enhance the waterside character, heritage value and setting, and provide physical and visual links with the surrounding areas (including views along the river).
- 5) The Council is supportive of river-related business uses (for example boat yards) and supports their continued presence in a river-side location.
- 6) The Council will support and promote new links across the River Thames and improvements to riverside access and towpaths which support active and sustainable travel and leisure uses of the river.

New Visitor Mooring Facilities

- 7) A visitor it does not harm the character, openness and views of the river, by virtue of its design and height;
 - (a) allows use for a period of less than 24 hours;
 - (b) there is no interference with the recreational use of the river, riverside and navigation;
 - (c) the proposal is of wider benefit to the community; and
 - (d) has undergone consultation with the Environment Agency and not received objection.

River Thames Scheme

- 8) The Council supports in principle the proposals for the wider River Thames Scheme and welcomes the proposed new footpath connection in Laleham as part of the

recreational benefits the scheme will bring. The proposed route is shown on the Policies Map.

Tributaries

- 9) The Rivers Ash, Colne and Wraysbury are tributaries of the River Thames and form an important part of the Borough's blue infrastructure network. Development proposals will be supported that:
- (a) Ensures there is no requirement for the culverting of watercourses.
 - (b) Retain the natural banks.
 - (c) Make appropriate provision to protect, enhance, improve and maintain accessible networks of Blue Infrastructure, including through deculverting²¹ and re-naturalisation of hard banks if appropriate.
 - (d) Provide undeveloped buffer zones of 8m minimum for rivers and 5m minimum for other water courses. A scheme to provide a buffer zone will need to include a working method statement detailing how the buffer zone will be protected during construction and long-term ecological plan.
 - (e) Include measures to allow for the natural movement of fish within the watercourse where barriers to fish movement are present to enhance habitat connectivity.

Reasoned Justification

- 5.26 The River Thames forms a large part of the southern boundary of the Borough between the neighbouring Boroughs of Runnymede and Elmbridge. It is a significant local and regional amenity. The Thames is the longest river in England measuring 215 miles; it begins in the Cotswold Hills (Gloucestershire), meandering eastwards through Spelthorne before passing through the city of London and ending in the North Sea. The River Thames is regarded as a key asset of the Borough, is one of the Borough's key tourist attractions, and the Council is keen to maximise its potential. The river brings great benefits from tourism, leisure, recreation and ecological perspectives, and is also beautiful.
- 5.27 Policy SP6 aims to ensure that the setting of the river and its tributaries are protected and where possible enhanced. This involves protecting landscape features that contribute to the setting, and protecting and enhancing views of the river.
- 5.28 Particular care will be needed in assessing the visual impact of development proposals in locations that form part of the setting of the river to ensure that the setting is not damaged and that new development makes a positive contribution to the riverside environment.
- 5.29 There is public access to much of the Thames riverside in Spelthorne, although access to the River Ash, Colne and the River Thames downstream of Shepperton Lock is more limited. Existing riverside access will be maintained and opportunities

²¹ Removing a culvert may enhance local biodiversity through recolonisation by local species, can aiding fish passage and add to the visual attractions of an area whilst reducing flood risk.

will be sought to improve access in conjunction with developments in riverside locations.

River Thames Scheme

- 5.30 A significant area of Spelthorne lies in the floodplains of the Thames, Colne (and related river system) and Ash. Flood defences are very limited and are on parts of the River Colne system and the River Ash. The River Thames between Egham and Teddington is one of the largest area of undefended, developed floodplain in England. Spelthorne Borough Council is working with the Environment Agency and other partners to bring forward the River Thames Scheme²² which seeks to address this with the aim of reducing flood risk in communities. The key elements are;
- a new river channel built in two sections – at Runnymede and at Spelthorne – to increase storage capacity for water from a major flood;
 - improvements to existing river structures and;
 - new recreation areas for communities and habitat for wildlife.
- 5.31 These measures will better protect around 11,000 homes (in total not just in Spelthorne) and 1,600 businesses, enhance the natural environment around the river, and boost the local economy.
- 5.32 The Spelthorne channel is 3.2km in length. It starts at Laleham and ends at Weybridge. The channel flows through four lakes and crosses five roads. This area includes increasing capacity on stretch of the Desborough Cut. At Sunbury weir there will be three extra gates built on the lock island.
- 5.33 The large scale of the project means it is treated as a Nationally Significant Infrastructure Project (NSIP) and requires a type of consent known as 'development consent order' (DCO). The DCO must be granted before full funding is approved and construction can begin.
- 5.34 Development along the route of the River Thames Scheme should, where appropriate, seek to facilitate the Scheme. Flood Risk Assessments should sufficiently consider how the River Thames Scheme may be impacted by the proposals and also identify opportunities to facilitate its implementation.

²² www.riverthamesscheme.org.uk

Sustainability Appraisal Indicators

	1. Homes	2. Health	3. Flooding	4. Soil	5. Pollution	6. Biodiversity	7. Heritage	8. Open space/ Landscape	9. Transport	10. Economy	11. Climate Change	12. Water
Short Term	0	+	0	0	0	+	+	+	0	+	0	0
Medium Term	0	+	+	0	0	+	+	+	+	+	0	0
Long Term	0	+	+	0	0	+	+	+	+	+	+	0

Monitoring Indicators

Indicator	Target	Data Source
Number of new visitor moorings	No specific target	In house Council Monitoring

Key Evidence

- Water Framework Directive (2000)
- Environment Act 2021

SP7: Heathrow Airport

A possible expansion at Heathrow

- 1) The Council will support a future expansion at Heathrow Airport if it is undertaken in a sustainable and integrated way by:
 - (a) working strategically with local authorities around Heathrow Airport.
 - (b) permitting development proposals outside the airport or Development Consent Order (DCO) Limits boundary²³ in the Borough for Airport Supporting Development (ASD)²⁴ particularly those that support economic development if they:
 - seek to protect and enhance designated areas of existing environmental character including Sites of Nature Conservation Importance, areas of landscape value, the Borough's historic and cultural heritage (including historic buildings and Conservation Areas), habitats particularly within Biodiversity Opportunity Areas and open space of amenity and recreation value;
 - demonstrate ecological offsetting and incorporate mitigation measures to achieve biodiversity net gain;
 - ensure safeguards are in place to mitigate air, noise, light and other pollution in the Borough; and
 - offer high-quality design of buildings and structures.
 - (c) resisting inappropriate development in the Green Belt unless the harm is outweighed by very special circumstances.
 - (d) supporting the implementation of a range of surface access interventions to encourage modal shift towards more sustainable forms of transport such as:
 - promoting sustainable transport choices which reduce the need to travel;
 - improving surface access to minimise airport related traffic (congestion) as the Borough as a whole;
 - promoting initiatives such as car sharing/clubs, the use of electric vehicles, low emission cars and colleague shuttle buses from the surrounding areas and;

²³ Development Consent Order (DCO) Limits boundary describes the overall boundary of a future Heathrow Expansion project which includes land Heathrow intends to construct buildings, infrastructure and much of the extensive landscape mitigation areas, and land where Heathrow may potentially require property and other rights for landscape mitigation areas

²⁴ Airport Supporting Development (ASD) refers to a range of development that is related to the airport's operation, and includes uses such as airport operations, cargo, maintenance, industrial, freight forwarding, hotels and offices (Heathrow, 2019).

- (e) supporting southern rail access including the promotion of the Southern Light Rail (SLR) where there is benefit to communities in the Borough and the wider strategic network.

Hazardous Development

- 2) The Council will refuse permission for any proposal likely to significantly increase the risks associated with any particular hazardous installation or impose conditions where necessary to avoid increased risk and;
- 3) Development leading to an increase in people living, working or congregating in the Public Safety Zone will be refused.

Noise from Heathrow

- 4) The Council will seek the support of BAA, the Government and relevant statutory authorities for the following measures:
 - (a) maintenance of the use of noise preferential routes;
 - (b) controls on flying at night that will achieve a progressive improvement in the night noise climate, including a limit on the total number of flights at night and;
 - (c) maintenance of existing controls on ground noise.

Development close to Heathrow and Noise from Heathrow

- 5) The Council will seek to minimise the adverse impact of development close to Heathrow by:
 - (a) refusing new residential development where aircraft noise levels are at or exceed 66Leq; except in the case of the one-for-one replacement of dwellings and;
 - (b) requiring appropriate attenuation measures for development between 60 and 65Leq.

Reasoned Justification

- 5.35 Despite the Supreme Court's ruling in 2020 that the proposed expansion can go ahead and would not be unlawful, the future of Heathrow Airport and a possible expansion is currently uncertain due to the impacts of COVID -19. Notwithstanding the current uncertainty around the future of the project the Council remains involved with relevant work regarding Heathrow.
- 5.36 The policy sets out the Council's position on a possible expansion at Heathrow in the near future and reinforces the local importance the airport has on the Borough's economy. The Council will support a future expansion (in principle) as it recognises the potential economic benefits and opportunities that an expanded airport could bring to Spelthorne, the wider Southeast and the UK as a whole. However, its support will be entirely dependent on Heathrow Airport Limited (HAL) making sure

that the proposed scheme comprehensively and effectively mitigates the impacts it will have on our communities, businesses, services and environment.

- 5.37 The main objective of this policy is for the Council to ensure that a future expansion at Heathrow Airport secures and provides the best possible outcomes for its residents and businesses, and in particular those most directly affected in the Stanwell Moor and Stanwell communities.
- 5.38 Heathrow Airport, the UK's main and busiest airport lies immediately north of the Borough of Spelthorne where there is a concentration of airport supporting facilities (related developments and activities), including freight forwarding services. The Airport is an important contributor to the local economy. Before the pandemic, 5,800 of Spelthorne's residents were in Heathrow related employment and around 45% of these residents lived in Stanwell and Ashford²⁵. Pre pandemic, Heathrow employed 10.6% of Spelthorne's workforce but as the Airport has been severely impacted by the pandemic, job losses in Spelthorne connected to Heathrow in 2021 is expected to be around 1,500. This suggests that there should be focus on recovery activities to support residents in the Borough (ibid).
- 5.39 Due to the Borough's close proximity to the airport, it experiences air and noise pollution and other environmental impacts. Pre pandemic over 92% of Heathrow employees who live in the Borough reach the airport by car rather than public transport which highlights poor connectivity. Undoubtedly the Borough is also affected by activities related to the operation of the airport and its associated businesses, such as logistics and distribution, which impact on air quality, noise, the efficiency of the local and strategic road network.
- 5.40 Given the economic benefits and opportunities Heathrow Airport brings to Spelthorne, the Council will work in partnership with HAL and other service providers to ensure the safe and efficient operation of the airport and seek to avoid and mitigate any potential adverse environmental impacts on the Borough and its surrounding areas.
- 5.41 Development proposals that would support the operation of an expanded airport in the future would have to offer the highest quality design of buildings and structures. The Council whilst seeking to secure economic and environmental benefits from specific Airport Supporting Development (ASD) proposals, will require such proposals to minimise or mitigate any adverse impacts on the wider economy.
- 5.42 Development involving hazardous substances or development in the vicinity of hazardous installations seeks to ensure that public safety is maintained. In applying the policy account will be taken of advice from the Health and Safety Executive. It also identifies the importance of tight controls on development within the Public Safety Zone (PSZ) (as defined by the Civil Aviation Authority) at the west end of the southern runway at Heathrow where development involving an increase in number of people living, working or otherwise congregating in the zone will be refused. The PSZ is shown on the Proposals Map.

²⁵ Appendix 1 – Covid impact on Business report (2021) Spelthorne Borough Council. Available from <https://democracy.spelthorne.gov.uk/documents/s35002/Appendix%201%20-%20Covid%20impact%20on%20Business%20report%20May%202021%20v2.pdf>

	1. Homes	2. Health	3. Flooding	4. Soil	5. Pollution	6. Biodiversity	7. Heritage	8. Open pace/ Landscape	9. Transport	10. Economy	11. Climate Change	12. Water
Short Term	0	?	?	0	-	?	?	?	?	+	-	?
Medium Term	0	?	?	0	-	?	?	?	?	++	-	?
Long Term	0	?	?	0	-	?	?	?	?	++	-	?

Sustainability Appraisal Indicators

*Where no indicator is given in the above table this represents an unknown given the current uncertainty of future plans for Heathrow and its proposed expansion

Monitoring Indicators

Indicator	Target	Data Source
Extent of the 66 Leq and above noise contour	Reduction in areas affected by the 66 Leq and above noise contour	BAA, DfT, The Borough Council

Key Evidence

- Heathrow Strategic Planning Group (2020): Economic Development Vision and Action Plan
- Heathrow Strategic Planning Group (2020): Joint Spatial Planning Framework
- Civil Aviation Authority (2019): Heathrow Airport 2018 Summer Noise Contours and Noise Action Plan Contours
- Airports National Policy Statement: new runway capacity and infrastructure at airports in the south-east of England (2018)

6. Housing

- 6.1 Different groups within our community, including families, older people, younger people, people with disabilities requiring more specialist accommodation and the Gypsy and Traveller community have differing accommodation needs. The policies within the Plan set out how a wide variety of high-quality homes, of all tenures, types and sizes, which meet the needs of our residents will be delivered.
- 6.2 The Borough's accessible location, together with the diverse natural environment and prospering economy means the Borough offers a good quality of life. While this has many positive impacts, the desirability of Spelthorne as a place to live does have a negative impact on affordability. The policies within the Plan set out ambitious targets for meeting the needs of our residents who are not able to afford adequate housing on the open market.

H1: Homes for All

Housing Need

- 1) The Council will make provision for at least an additional 618²⁶ homes per annum in Spelthorne Borough over the plan period.

Housing Mix and Standards

- 2) New residential development is required to deliver a wide choice of homes to meet a range of accommodation needs. New development should provide a mix of housing tenures, types and sizes appropriate to the size, characteristics and location.
- 3) Development proposals will be expected to contribute to meeting identified housing needs by having regard to the housing type and size mix as set out in the Strategic Housing Market Assessment²⁷ or any similar evidence for market and affordable units.
- 4) All new residential development across all tenures (under Use Class C3) will be expected to meet with the minimum space standards as set out by the Ministry of Housing, Communities and Local Government (MHCLG). Houses of Multiple Occupation (HMOs) will be expected to comply with HMO space standards defined by the Council.
- 5) The Council will permit residential development provided that it does not result in a net loss of units (C2 or C3²⁸ use class accommodation or gypsies, travellers and travelling showpeople pitches or plots) unless the loss can be justified on other policy grounds.
- 6) The Council supports development proposals which take opportunities to facilitate healthy lifestyles and include measures to boost the sustainability of the location.

²⁶ As calculated using the standard method for assessing housing need, 2021. The Council will review the local housing need figure as and when appropriate, guided by the Government's approach to assessing housing need

²⁷ Or any future updated evidence produced or commission by the Council on housing need or Government Guidance

²⁸ Definitions of C2 and C3 use classes are available from the [Planning Portal](#)

- 7) The Council is supportive of Build to Rent housing, where a need for this type of accommodation can be demonstrated. Where Build to Rent housing is proposed, the proportion of Affordable Housing provision should be in line with the benchmark level set by the Council and follow any up to date evidence, plans or strategies.

Accessible Homes

- 8) All new homes must be designed and constructed in a way that enables them to be adaptable, so they can meet the changing needs of their occupants over their lifetime. Planning permission will be granted for new dwellings subject to the following:
- (a) All new build dwellings will, as a minimum, be constructed in accordance with the requirements of Building Regulations Part M4 (2) and any subsequent updates, unless it can be demonstrated that it is unfeasible to do so.
 - (b) The encouragement, where practicable and viable, of dwellings on schemes involving major development being provided as wheelchair adaptable dwellings in accordance with the Building Regulations M4(3) standard: Category 3.
 - (c) Unless it can be demonstrated that it is unfeasible to do so, the Borough Council will require a minimum of 10% of new dwellings on major housing developments to accord with Category M4(3) (wheelchair adaptability).
- 9) Exemptions will only be considered where the applicant can robustly demonstrate that compliance would significantly harm the financial viability of the scheme, or where it is not practical to do so given the flood risk. All residential proposals should be accompanied by a separate document setting out how proposals (including each dwelling type) accord with each of the standards as detailed in Building Regulations. Where exemptions are sought on practicality or viability grounds, the minimum number of units necessary will be exempted from the requirements i.e. If only 1 out of 3 wheelchair accessible dwellings can be provided, then the 1 still applies.

Specialist Accommodation

- 10) The provision of well-designed specialist forms of accommodation, including sheltered housing, care homes and other appropriate forms of accommodation for the elderly and those with particular needs, will be permitted provided that the development:
- (a) Meets demonstrable established local community need; and
 - (b) Is in a sustainable location, with access to appropriate services and facilities where these are not provided on site. This includes public transport, shops, local services and community facilities.
- 11) Where specialist accommodation falls within use class C3, an appropriate proportion of affordable housing in accordance with Policy H2 will be required, with the mix of tenures negotiated by the Council having regard to advice from appropriate specialist bodies.
- 12) The Council encourages mixed development that include an element of specialist accommodation (including sheltered housing, supported housing, extra care housing and residential/nursing care homes) on larger schemes where the character and size of the site allows.

Self and Custom Build Housing

- 13) The Council will support Self and Custom Build developments for residential accommodation in appropriate locations, in the interests of supporting high quality homes which meet the identified needs of the Borough. In considering major development applications, the Council will consider the currently applicable Self Build Register and whether provision should be included within the development.
- 14) The delivery of housing on these plots will:
- (a) In terms of the mix of plots, be negotiated by the Council as informed by the Council's self-build and custom housebuilding register;
 - (b) Be required to be completed within 3 years of a custom builder purchasing the plot;
 - (c) Where plots have been made available and marketed appropriately for at least 12 months and have not sold, the plot(s) will be expected to remain on the open market as self-build or custom build or be offered to the Council or a Housing Association before being built out by the developer.

Definitions

- 6.3 Specialist Housing: Housing that has been specifically designed to meet the needs of people with particular requirements (including sheltered housing, supported housing, extra care housing and residential/nursing care homes). It can refer to housing that has been purpose designed or designated for a particular client group to assist tenants to live independently.
- 6.4 Self-Build and Custom Housebuilding: The building or completion by a) individuals, b) associations of individuals, or c) persons working with or for individuals, of houses to be occupied as homes by those individuals; but does not include the building of a house on a plot acquired from a person who builds the house wholly or mainly to plans or specifications decided or offered by that person.
- 6.5 M4(2) Housing: Accessible and adaptable dwellings as set out in Building Regulations. Where a new dwelling makes reasonable provision for most people to access the dwelling and incorporates features that make it potentially suitable for a wide range of occupants, including older people, those with reduced mobility and some wheelchair users.
- 6.6 M4(3) Housing: Wheelchair user adaptable dwellings as set out in Building Regulations. Where a new dwelling makes reasonable provision, either at completion or at a point following completion, for a wheelchair user to live in the dwelling and use any associated private outdoor space, parking and communal facilities that may be provided for the use of the occupants.

Reasoned Justification

- 6.7 The Council wants to deliver a wide variety of high quality homes that provide all tenures, types and sizes of housing to meet the needs of the community. The Council will seek to enable housing delivery which meets the needs of different

groups including families, older people, younger people, people with disabilities, people requiring more specialist accommodation, the Gypsy and Traveller community and Travelling Showpeople community. The Plan will also seek to make provision for self-build/custom build projects and starter homes.

Housing Need

- 6.8 In September 2017 the Government published a consultation document 'Planning for the right homes in the right places'. This put forward a standard approach to assessing local housing need, in the interests of simplicity, speed and transparency. It is based on a formula that uses affordability ratios and average household growth over a 10 year period, with the current year being the first year from household projections. Planning Practice Guidance confirms that local authorities should use the 2014-based household projections to set the baseline. In the long term the Government proposes to review the formula with a view to establishing a new method.
- 6.9 Using the standardised methodology, Spelthorne has a need of 618 new dwellings per annum. The Government makes clear that local planning authorities should be able to rely on the evidence used to justify their local housing need for a period of two years from the date they submit their Plan.

Housing Mix and Size Requirements

- 6.10 The need for different types, sizes and tenures of homes required has been assessed through the Strategic Housing Market Assessment (SHMA) 2015 and SHMA update 2019. This includes accommodation needs of families, older people, people with disabilities, service families, people wishing to build their own homes and students. The Gypsy and Traveller Accommodation Assessment has assessed the need for traveller accommodation. The Council will have regard to the findings of the latest SHMA when determining the right balance of homes in new development and would encourage applicants to discuss housing mix with the Council's Planning and Housing Officers.
- 6.11 The SHMA 2015 and SHMA update 2019 indicate that:
- There is a need for 35-40% one bedroom, 25-30% two bedroom, 25-30% three bedroom and 5-10% four bedroom affordable rented ownership housing.
 - There is a need for 15-25% one bedroom, 40-45% two bedroom, 25-35% three bedroom and 5-10% four bedroom affordable home ownership housing.
 - There is a need for 0-5% one bedroom, 20-25% two bedroom, 50-55% three bedroom and 20-25% four bedroom market housing.
 - There is an ageing population in Spelthorne with the number of residents aged over 65 projected to increase by 41.4% up to 2035.
 - With an ageing population the number of people with disabilities is expected to increase substantially in the future.
 - Need for 37 registered care bed spaces per annum.
 - Need for 93 specialist accommodation for older people per annum.
 - There are approximately 12,781 households with dependent children.
 - There are approximately 4,433 households with non-dependent children.

- 6.12 A flexible housing stock will help meet the wide range of accommodation needs so the Council will expect all new homes to be flexible, accessible, adaptable and age friendly. New homes should support the changing needs of individuals and families at different stages of life. Housing developments should help to meet the needs of all members of the community and in turn reduce inequalities. National Planning Policy requires local planning authorities to plan for a mix of housing, taking account of local demographic trends, market trends and the needs of different groups of the community. Local planning authorities should identify the size, type, tenure and range of housing that is required in their area.
- 6.13 The NPPF emphasises the importance of health and wellbeing and that LPAs should take account of current and future needs of the local population and identify the relevant barriers to improving health and well-being. Housing should be sustainably located with access to local services and transport links. Development proposals should facilitate healthy lifestyles and should help to achieve sustainable development and sustainable mixed communities.
- 6.14 The minimum size for a bedroom is defined by the Housing Act 1985. The Licensing and Management of Houses in Multiple Occupation and Other Houses (Miscellaneous Provisions) (England) Regulations 2006 require kitchens, bathrooms and WCs to be of adequate size. If there are no communal living areas, bedrooms need to be larger.
- 6.15 Build to rent involves the construction of dwellings specifically for the rental market, rather than the more traditional route in which developers build dwellings which they then sell, either to householders or to landlords. Build to rent schemes require long-term professional management to deal with the maintenance of the building and day-to-day issues. It provides an opportunity to boost the rate of overall housing delivery, as it does not compete directly with traditional housing which are built for sale. Build to rent housing can offer a range of benefits, making it a more attractive product than traditional private rented sector housing to developers, tenants, councils and stakeholders, as this sector has grown significantly over recent years while home ownership levels have declined. The Council supports the provision of Built to Rent homes where these are well-designed, where evidence is provided that high standards of management will be put in place, and where the benefits of such housing are balanced against the level of affordable housing provision. The need for Build to Rent housing should be demonstrated if this type of development is proposed. Any Build to Rent housing provision should be delivered in accordance with the Council's latest guidance, policies and evidence.

Accessible Homes

- 6.16 The NPPF requires local planning authorities to have a clear understanding of housing needs in their area, including those for people with specific housing needs. Part M4(3) relates to wheelchair accessible dwellings; Part M4(3)(2)(a) relates to dwellings which can be adapted for wheelchair users in the future and M4(3)(2)(b) relates to dwellings which are built to be accessible to wheelchair users.
- 6.17 The intention of this approach will be to maximise the flexibility of new housing to accommodate a wider spectrum of housing needs. This will support the housing needs of older people but also those with specialist needs such as those who are disabled and wheelchair users, leading to positive impacts on health and well-being.

- 6.18 The National Building Regulations include specific nationally agreed construction standards (the M4(2) standard) which would deliver accessible and adaptable homes. However, as a national standard they are optional and depend partly on the viability of this aspect when considered with other requirements of the Local Plan. The Borough Council is therefore requiring that all dwellings must meet the M4(2) standard. Homes built to this standard are more flexible and readily adaptable as people's needs change. They are suitable not just for the elderly but also for families with pushchair needs, or those with a temporary or permanent disability or health issue.
- 6.19 Where the specific requirements of Building Regulations may not be achievable, an element of flexibility is recognised as being required in the delivery of these standards. This may be due to, site specific challenges around topography, flood risk and/or the relationship to design. It is acknowledged that a significant proportion of the Borough is at risk to flooding, and that this could be a constraint to achieving this. Where developers demonstrate that the M4(2) or M4(3) requirements are not feasible to be delivered on viability grounds exemptions will be on a case by case basis on the clear evidence submitted at planning application stage, e.g. the topography of the site makes provision as a whole not feasible and impacts development viability significantly.

Specialist Accommodation

- 6.20 Some of the community require accommodation that caters for their specific needs. This is often for more vulnerable members of our society, such as the frail, elderly or those needing specialist social support, who would benefit from on-site support. To create inclusive communities, this type of accommodation should be located in accessible areas with links to public transport and local facilities. The Council will work with specialist providers and bodies, such as Surrey County Council, to identify and secure provision of suitable sites for specialist housing.
- 6.21 The Council is aware of companies and organisations specialising in the provision of innovative, well designed residential units which would not be compliant with the space standards. Whilst such units are smaller than ideally would be required, it is acknowledged that such products are designed to offer high quality living spaces to meet specific needs and demands.
- 6.22 To deliver sustainable communities means to support the needs of the current population and any future populations. Paragraph 60 of the NPPF states that the needs of groups with specific housing requirements should be addressed. Paragraph 62 continues: within this context, the type of housing needed for different groups in the community should be assessed and reflected in planning policies including, but not limited to older people, and people with disabilities. Paragraph 92 of the NPPF states that planning policies should ensure that developments create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users and do not undermine the quality of life or community cohesion and resilience.

Self and Custom Build Housing

6.23 Self-Build or Custom-Build is defined through the National Planning Policy Framework as housing built by an individual, a group of individuals, or persons working with or for them, to be occupied by that individual. Such housing can be either market or affordable housing. It is seen to support the individual self-builder, or community group for the delivery of low cost sustainable housing on small scale infill or windfall sites, or as part of large-scale planned development, and will help in the delivery of a wide choice of high quality homes. Under section 1 of the Self Build and Custom Housebuilding Act 2015, local authorities are required to keep a register of those seeking to acquire serviced plots in the area for their own self-build and custom house building (which may or may not be meeting affordable housing need). They are also subject to duties under sections 2 and 2A of the Act to have regard to this and to give enough suitable development permissions to meet the identified demand.

Sustainability Appraisal Indicators

	1. Homes	2. Health	3. Flooding	4. Soil	5. Pollution	6. Biodiversity	7. Heritage	8. Open space/ Landscape	9. Transport	10. Economy	11. Climate Change	12. Water
Short Term	++	+	0	+	0	0	0	0	0	+	0	0
Medium Term	++	+	0	+	0	0	0	0	0	+	0	0
Long Term	++	+	0	+	0	0	0	0	0	+	0	0

Monitoring Indicators

Indicator	Target	Data source
Permissions granted for different size and types of housing compared to the identified mix in the SHMA.	To deliver the identified mix of housing sizes, types and numbers as set out in the latest Strategic Housing Market Assessment.	Planning applications and appeals.
Permissions granted for new or extended older persons' specialist housing or general specialist housing.	To meet the need identified in the latest Strategic Housing Market Assessment.	Planning applications and appeals.
Number of planning permissions for self-build or custom build housing.	To meet the need as set out in the Self-build and Custom housebuilding register.	Planning applications and appeals.

Key Evidence

- Strategic Housing Market Assessment (2015) and SHMA update (2019)
- Gypsy and Traveller Accommodation Assessment (2018)
- Strategic Land Availability Assessment (2018 & 2019)
- Spelthorne Self and Custom Build Register

DRAFT

H2: Affordable Housing

- 1) The Council will require at least 30% affordable housing units on all schemes of 10 units (net) or more. Greenfield sites will be expected to deliver at least 50% affordable housing.
- 2) Planning permission will be granted provided that satisfactory arrangements have been made to secure affordable housing as determined by the following principles:
 - (a) The sizes, types and tenure of homes provided will be determined on the basis of local needs as identified in having regard to the Strategic Housing Market Assessment²⁹.
 - (b) Developments will be expected to be policy compliant in providing affordable housing. It is for applicants to demonstrate whether particular circumstances justify the need for viability assessment at the application stage. Where applicants demonstrate that the full amount of affordable housing cannot be delivered the Council will employ a sequential approach to provision:
 - i) Where on-site provision is not viable, affordable housing will need to be provided off-site³⁰. This is expected to enable the same amount of additional affordable housing as would have been delivered on-site.
 - ii) Where viability evidence demonstrates that the full amount of affordable housing cannot be delivered the Council will negotiate a level of on-site affordable housing that can be delivered taking into account the mix of unit size, type and tenure, in addition to a financial contribution. If this cannot be accommodated on-site then the Council will seek a suitable level of off-site provision in addition to a payment in lieu.
 - iii) The Council will only accept a financial contribution in lieu of affordable housing provision where it can be satisfactorily demonstrated that on-site or off-site provision is neither feasible nor viable.
 - (c) The Council will have regard to the whole development site in determining the appropriate level of affordable housing provision on-site. This includes where an applicant has sub-divided, fragmented or phased a site or it is not being developed to its full potential so as to fall under the affordable housing threshold. The affordable housing requirement will need to reflect that which would be provided if the whole site were to come forward as a single scheme.
 - (d) Proposals for housing need to meet the need as identified in the most up to date housing needs assessment with particular regard to size, type and tenure of dwellings. The tenure and number of bedrooms of the affordable homes provided on each qualifying site must contribute towards meeting the mix of affordable housing needs identified in the Strategic Housing Market Assessment³¹. This currently includes a tenure split of 75% affordable/social

²⁹ or subsequent affordable housing needs evidence (as previous) commissions or produced by the council

³⁰ Site suitability will be dependent upon compliance with policies in the Local Plan.

³¹ or subsequent affordable housing needs evidence (as previous) commissions or produced by the council

rent, with 25% First Homes as per national guidance³². A minimum of 10% of the homes provided on each site must be available for affordable home ownership, except where an exemption applies in the NPPF.

- (e) Where Build to Rent housing is proposed, the proportion of Affordable Housing provision should be in line with the benchmark level set by the Council and follow any up-to-date evidence, plans or strategies.
- (f) Where provided within a market housing scheme, affordable housing will be well integrated with and appropriately designed to complement the market housing. Equal access to facilities and amenities (such as open spaces and play facilities) will be required for all groups of the community living within the development.
- (g) The requirement to provide affordable housing will apply to all residential development falling under Use Class C3 with the exception of Gypsy & Traveller Pitches or Travelling Showman Plots.
- (h) Viability Review mechanisms should be applied to all viability tested applications at early and late stages in the development process (and mid-term reviews in the case of longer phased schemes) to ensure that affordable housing delivery is maximised as a result of any future improvement in viability.

Definitions

- 6.24 Affordable housing is housing provided to those that are unable to meet their housing needs through the private sector. Government policy as set out in the NPPF defines affordable housing as affordable housing for rent, starter homes, discounted market sales housing, and other affordable routes to home ownership³³. To be affordable, the cost of housing must be low enough for eligible households to afford based on local incomes and house prices.
- 6.25 The Affordable Housing definition was amended to include First Homes in May 2021. First Homes are a specific kind of discounted market sale housing and should be considered to meet the definition of 'affordable housing' for planning purposes. Specifically, First Homes are discounted market sale units which: a) must be discounted by a minimum of 30% against the market value; b) are sold to a person or persons meeting the First Homes eligibility criteria (see below); c) on their first sale, will have a restriction registered on the title at HM Land Registry to ensure this discount (as a percentage of current market value) and certain other restrictions are passed on at each subsequent title transfer; and, d) after the discount has been applied, the first sale must be at a price no higher than £250,000 (or £420,000 in Greater London). First Homes are the government's preferred discounted market tenure and should account for at least 25% of all affordable housing units delivered by developers through planning obligations. PPG 24 May 2021 Paragraph: 001 Reference ID: 70-001-20210524

³² First Homes PG: Reference ID: 70-001-20210524

³³ NPPF 2021, Annex 2: Glossary, 'Affordable Housing':

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1005759/NPPF_July_2021.pdf

Reasoned Justification

- 6.26 Spelthorne is a well-located Borough, situated immediately to the south of Heathrow Airport and adjacent to west London. The Borough offers a good quality of life with strong transport links to London. Whilst this has many positive impacts, the desirability of the location does mean that affordability is negatively affected.
- 6.27 The NPPF states that local authorities should assess the size, type and tenure of housing needed for different groups in the community, including those who require affordable housing, and should reflect this in policy. The importance of housing delivery is a central objective of the Local Plan since housing costs in the Borough and neighbouring areas, for purchase and for rent, are generally very high. The provision of affordable housing is necessary to ensure that housing is available to local people in priority housing need who are unable to afford adequate housing on the open market.
- 6.28 There is significant pressure on the affordability of housing in the Borough with median house prices being 12.66 times median workplace-based annual earnings³⁴.
- 6.29 The SHMA update 2019 indicates that there is a need for 459 affordable homes in the Borough per annum over the plan period. While the affordable housing need identified in the SHMA is a considerable percentage of the overall housing need, it is not a like for like comparison and does not directly correlate, therefore it is recommended the Council seek as much affordable housing need as is viably possible. Consideration will be given to the latest affordable housing evidence and the Council will have due regard for the priority needs of the Borough, as set out in the Housing Register maintained by the Council.
- 6.30 The objective of this policy is therefore to provide a deliverable framework within which affordable housing can be secured from new development in the Borough in accordance with national planning policy and responding to local identified needs. It will help the Borough to bridge the gap between the supply of affordable housing and the identified housing need.
- 6.31 This arrangement will also contribute towards the creation of sustainable, inclusive and mixed communities and a wide choice of housing on new development sites. Developments that include an element of affordable housing will need to ensure that all groups of the community are given equal access to new or improved facilities and amenities. This includes, but is not limited to, playgrounds, open space or community infrastructure.
- 6.32 Given the level of local housing need, the Council will seek 30% of housing on qualifying sites to be affordable either by means of on-site provision, off-site provision or by a financial contribution and to be delivered as part of a mix of housing types and tenures as set out in Policy H1. This will ensure that the required housing mix is reflected across the whole development scheme as far as possible. Greenfield sites (including those formerly designated as Green Belt and released through the Local Plan) will be expected to deliver at least 50% affordable housing. This requirement is based on the Spelthorne Viability Assessment evidence which confirms the feasibility of providing a higher level of affordable housing on greenfield sites.

³⁴ ONS, 2022. House price to workplace-based earnings ratio 2021.

- 6.33 National policy and guidance set out that the role for viability assessment is primarily at the plan making stage. Policies should be realistic and for affordable housing, required levels should be set as to take account of affordable housing and infrastructure needs and allows for the planned types of sites and development to be deliverable, without the need for further viability assessment at the decision-making stage. Given the viability assessment work undertaken at the plan making stage, all development will be expected to be policy compliant. It is up to the applicant to demonstrate whether particular circumstances justify the need for a viability assessment at the application stage.
- 6.34 If the Council determines that the full on-site affordable housing delivery cannot be made at the time of the decision, the Council will require a review mechanism by way of a planning obligation, to assess if circumstances have improved to increase the provision to the full policy compliant amount. This is more likely to be appropriate on larger or phased developments.
- 6.35 In instances where development viability is an issue, developers will need to submit sufficiently detailed viability evidence which will be reviewed by the Council and a third party³⁵. To allow this analysis to take place in an open and transparent manner a viability report, completed using a recognised toolkit³⁶, should be provided as part of pre-application discussions or the application submission with the data and information available in an open book format. The assessment should clearly outline the maximum number of affordable dwellings which can be achieved on site. Costs associated with the assessment and third-party review should be met by the developer.
- 6.36 The Council aims to secure the delivery of affordable housing on-site or where it can be demonstrated that it is not viable or feasible to provide any affordable housing on-site, the Council will consider accepting off-site provision and/or financial contributions in lieu of on-site provision.
- 6.37 Given the viability work in preparation of the Local Plan, it is considered that the 30% affordable housing contribution and tenure splits in Policy H2 are viable and realistic in most development locations in the Borough. It is, however, recognised that there may be sites where on-site provision would not be viable or would be impractical (due to its size or location), therefore financial contributions in lieu may be accepted. Any relaxation in the provision of affordable housing must be the minimum to make the scheme viable. The applicant will be expected to provide a viable amount of affordable housing on-site with the rest provided via financial contribution. This payment is expected to be of broadly equivalent value relative to on-site provision.
- 6.38 The National Planning Policy Framework states that affordable housing on build to rent schemes should be provided by default in the form of affordable private rent, a class of affordable housing specifically designed for build to rent. Affordable private rent and private market rent units within a development should be managed collectively by a single build to rent landlord. The benchmark for the level of affordable private rent homes to be provided should be in line with national policy and guidance until such a time that the Council sets its own benchmark level based on local evidence, strategies and guidance.

³⁵ Planning Practice Guidance Paragraph: 009, Reference ID: 10-009-20190509

³⁶ A recognised toolkit such as HCA Developers Appraisal Toolkit or the Communities Agency Economic Appraisal Toolkit. <https://www.gov.uk/government/publications/development-appraisal-tool>

- 6.39 Any claims that a site cannot be developed viably with an affordable housing contribution must be justified with clear and robust evidence which stands up to scrutiny and independent review (which must be carried out at the expense of the applicant).
- 6.40 Evidence in the SHMA update 2019 indicates that single key workers are likely to require social rental accommodation or support from Local Housing Allowance in order to get a home of their own.
- 6.41 Planning obligations will be used to ensure that the affordable housing will remain as such in perpetuity, where practicable.

Sustainability Appraisal Indicators

	1. Homes	2. Health	3. Flooding	4. Soil	5. Pollution	6. Biodiversity	7. Heritage	8. Open space/ Landscape	9. Transport	10. Economy	11. Climate Change	12. Water
Short Term	+	+	0	0	0	0	0	0	0	0	0	0
Medium Term	+	+	0	0	0	0	0	0	0	0	0	0
Long Term	+	+	0	0	0	0	0	0	0	0	0	0

Monitoring Indicators

Indicator	Target	Data source
Number of affordable units (net) approved and delivered each year by tenure and type	Achieve mix set out in the SHMA. Over the lifetime of the Plan achieve 30% of dwellings to be affordable.	Planning applications and appeals
Percentage of all new affordable homes that are for rent	75%	Planning applications and appeals
Value and allocation of contributions to secure delivery of affordable housing each year	To ensure that contributions are spent to secure the delivery of affordable housing.	In house monitoring
Where a review mechanism is triggered, it is implemented and the number of extra homes delivered, or cash in lieu secured, is recorded.	Extra homes delivered of contribution in lieu.	In house monitoring

Key Evidence

- National Planning Policy Framework (2021)
- Planning Practice Guidance
- Strategic Housing Market Assessment (2015) and SHMA update (2019)
- Spelthorne Borough Council Housing Register

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H3: Meeting the needs of Gypsy, Traveller and Travelling Showpeople

- 1) National planning policy for Gypsy, Traveller and Travelling Showpeople is set out in the National Planning Policy Framework (NPPF) and Planning Policy for Traveller Sites. The Equality Act 2010 requires Councils to take steps to meet the needs of people who have relevant protected characteristics, such as Romany Gypsies and Irish and Scottish Travellers.
- 2) The Council will make provision for additional Gypsy and Traveller pitches and additional plots for Travelling Showpeople to meet the accommodation needs in the Borough which are identified in the most up-to-date Gypsy and Traveller Accommodation Assessment (GTAA).
- 3) The Council will safeguard existing authorised pitches and plots for Gypsies, Travellers and Travelling Showpeople and the loss of these to other uses will be resisted unless it can be demonstrated that there is a surplus supply of traveller pitches and plots for Gypsies, Travellers and Travelling Showpeople in the Borough.
- 4) In addition to site allocations in this Plan, planning permission for Gypsy and Traveller and Travelling Showpeople accommodation will be granted provided that all of the following criteria are met and subject to other policies in the Plan:
 - (a) There is an identified need for the pitch or plot provision.
 - (b) There is good access to local services, including education, health and welfare services, and shop.
 - (c) There is safe access to the highway, public transport services and other sustainable transport options.
 - (d) Adequate onsite facilities are provided for parking, storage and waste collection.
 - (e) The location of the site provides a safe living environment, free from the risk of flooding and risks to health through contamination, noise, vibration, odour and pollution.
 - (f) The potential for successful integration between travelling and settled communities can be demonstrated.

Definitions

- 6.42 For the purposes of this planning policy, 'Travellers' means 'Gypsies and Travellers' and 'Travelling Showpeople' as defined below.
- Gypsy and Travellers: Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependents' educational or health needs or old age have ceased to travel temporarily, but excluding members of an organised group of Travelling Showpeople or circus people travelling together as such.

- Travelling Showpeople: Members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family's or dependents' more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily, but excludes Gypsies and Travellers as defined above.
- 6.43 For the purposes of this planning policy, 'pitch' means a pitch on a 'Gypsy and Traveller' site and 'plot' means a pitch on a 'Travelling Showpeople' site (often called a 'yard'). This terminology differentiates between residential pitches for 'Gypsies and Travellers' and mixed-use plots for 'Travelling Showpeople', which may/will need to incorporate space or to be split to allow for the storage of equipment.
- 6.44 A pitch is an area normally occupied by one household, which typically contains enough space for one or two caravans but can vary in size. A site is a collection of pitches which form a development exclusively for Gypsies and Travellers. For Travelling Showpeople, the most common descriptions used are a plot for the space occupied by one household and a yard for a collection of plots which are typically exclusively occupied by Travelling Showpeople.

Reasoned Justification

- 6.45 National planning policy for Gypsy, Traveller and Travelling Showpeople is set out in the National Planning Policy Framework and Planning Policy for Traveller Sites and the Council will expect all new sites to meet the requirements of national policy. New pitches and plots should have adequate utility services and amenity space, safe turning space and parking and be in areas with reasonable access to schools, health services and local services. Travelling Showpeople sites may also need space for related business storage.
- 6.46 The Planning Policy for Traveller Sites (PPTS) requires local planning authorities to identify and update annually a supply of specific deliverable sites sufficient to provide five years' worth of sites against their own, locally-set targets. The Council published a Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (GTAA) in 2018 which has identified the need for Traveller pitches and Travelling Showpeople plots in the Borough over the Plan period. The Housing Act 2004 requires local authorities to take account of the needs of travelling people and to create strategies to meet those needs. National policy requires local planning authorities to identify and if necessary, allocate sufficient sites to meet the needs of these groups within their local plans.
- 6.47 Households who do not travel fall outside the planning definition of a Traveller. However Romany Gypsies, Irish and Scottish Travellers may be able to claim a right to culturally appropriate accommodation under the Equality Act (2010). In addition, provisions set out in the Housing and Planning Act (2016) now include a duty (under Section 8 of the 1985 Housing Act that covers the requirement for a periodical review of housing needs) for local authorities to consider the needs of people residing in or resorting to their district with respect to the provision of sites on which caravans can be stationed.
- 6.48 The Council recognises the value of closer working relations with the local Traveller community. Often a socially excluded group, the community has a significantly lower life expectancy, lower educational attainment, and strikingly, a Gypsy and Traveller

child is three times more likely to be taken into care than a child from the settled community³⁷. The Council recognises the contribution that decent permanent culturally suitable accommodation can have to the overall wellbeing of Traveller families.

- 6.49 Gypsy and Traveller sites can either be publicly or privately owned residential sites. Pitches on public sites can be obtained through signing up to a waiting list, and the costs of running the sites are met from the rent paid by the licensees (similar to social housing). The alternative to public residential sites are private residential sites and yards for Gypsies, Travellers and Travelling Showpeople. These result from individuals or families buying areas of land and then obtaining planning permission to live on them. Households can also rent pitches on existing private sites. Therefore, these two forms of accommodation are the equivalent to private ownership and renting for those who live in bricks and mortar housing. Generally, the majority of Travelling Showpeople yards are privately owned and managed.

Sustainability Appraisal Indicators

	1. Homes	2. Health	3. Flooding	4. Soil	5. Pollution	6. Biodiversity	7. Heritage	8. Open space/ Landscape	9. Transport	10. Economy	11. Climate Change	12. Water
Short Term	++	+	0	0	0	0	0	-	0	0	0	0
Medium Term	++	+	0	0	0	0	0	0	0	0	0	0
Long Term	++	+	0	0	0	0	0	0	0	0	0	0

Monitoring Indicators

Indicator	Target	Data source
Number of pitches or plots granted planning permission for Gypsy, Traveller and Travelling Showpeople measured against the targets set out in this policy or, if applicable, an updated accommodation assessment.	To meet the need for Gypsy, Traveller and Travelling Showpeople accommodation as set out in this policy, or the latest Traveller Accommodation Assessment or any document which replaces this.	Planning applications and appeals.

³⁷ <https://www.gypsy-traveller.org/wp-content/uploads/2017/03/A-guide-for-professionals-working-with-Gypsies-and-Travellers-in-the-public-care-system.pdf>

Key Evidence

- Spelthorne Borough Council Gypsy and Traveller Accommodation Assessment (GTAA) 2018

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7. Environment

- 7.1 Two of the most pressing challenges to be addressed at all scales in the 21st century are climate change and the loss of biodiversity. Addressing these challenges, as well as supporting development which delivers health and wellbeing benefits for our community lies at the heart of achieving sustainable development. The natural environment plays a key role in meeting these objectives and as such the protection and enhancement of the Borough's natural environment is fundamental to the success of the Plan and securing a sustainable future for Spelthorne.
- 7.2 Spelthorne benefits from a diverse natural environment, highly valued by our communities and offering a wide range of benefits; our natural environment plays a key role in making the Borough an attractive place to live and work. Recognising the importance of both protecting the existing natural environment and delivering high quality development which provides further enhancements, the policies within the Plan set out how this will be achieved over the next 15 years.

Green and Blue Infrastructure

- 7.3 Encompassing more than simply conventional open space, a successfully planned and implemented green and blue infrastructure network provides multiple, multifunctional benefits at all scales and makes a significant contribution to sustainable development.
- 7.4 Green and blue infrastructure is a strategically planned network of features, including parks, open spaces, playing fields, woodlands, as well as street trees, allotments, private gardens, green roofs and walls and sustainable drainage systems (SuDS), as well as watercourses and other waterbodies
- 7.5 The benefits of good quality green and blue infrastructure include improving health and wellbeing, air quality, nature recovery and resilience to and mitigation of climate change, along with addressing issues of social inequality and environmental decline.

E1: Green and Blue Infrastructure

1. Development must contribute towards the provision, protection and enhancement of the wider green infrastructure network at a scale commensurate with the proposal.
2. All proposals for major development will be required to provide a high standard of design for green infrastructure in accordance with established, recognisable standards, including the National Design Guide³⁸, the Natural England Green Infrastructure Framework³⁹ and Building with Nature Standards⁴⁰.
3. Where development is located on or adjacent to a watercourse or reservoir proposals must contribute towards the delivery of a high quality multi-functional blue infrastructure network through ensuring the protection and enhancement of the ecological, landscape and recreational value of that water body.
4. Development proposals impacting upon rivers and watercourses must demonstrate how they will, maintain and enhance the quality of blue infrastructure, in accordance with the Water Framework Directive.
5. Green and blue infrastructure should be planned, designed and managed in an integrated way to achieve multiple benefits and should ensure appropriate long-term stewardship arrangements are in place to secure the quality of green and blue infrastructure in perpetuity⁴¹.
6. Development should have regard to and contribute towards any Green and Blue Infrastructure Strategy/SPD that is produced.

Definitions

- 7.6 Green Infrastructure is defined in the NPPF as ‘a network of multi-functional green and blue spaces and other natural features, urban and rural, which is capable of delivering a wide range of environmental, economic, health and wellbeing benefits for nature, climate, local and wider communities and prosperity’⁴²
- 7.7 Blue Infrastructure is the network of watercourses and other bodies of water including reservoirs, which provide ecological, landscape and recreational value to the Borough. This also includes the banks and corridors immediately along the watercourse which can provide significant biodiversity benefits and play a vital role in ensuring habitat connectivity

³⁸ <https://www.gov.uk/government/publications/national-model-design-code>

³⁹ <https://designatedsites.naturalengland.org.uk/GreenInfrastructure/Home.aspx>

⁴⁰ <https://www.buildingwithnature.org.uk>

⁴¹ Successful long-term stewardship of place requires planning for effective management, maintenance and governance of infrastructure for the lifetime of the development. The ‘Lifespan’ chapter of the National Model Design Code sets out guidance on long term stewardship - <https://www.gov.uk/government/publications/national-model-design-code>. The Council’s expectations regarding long term stewardship will be set out in an SPD or advice note to follow.

⁴² NPPF 2021

Reasoned justification

- 7.8 All development should contribute towards the provision, improvement, and maintenance of the green infrastructure network across the Borough where appropriate to do so. Whilst the Council will only expect ‘major’ development proposals to be designed in accordance with established, recognised green infrastructure standards, all developments can make a positive impact on the green infrastructure network and proposals will, be expected to make such provision at a scale that is commensurate with the development. Supplementary guidance will set out how development proposals on a large and small scale might assist in enhancing the green infrastructure network
- 7.9 The Water Framework Directive⁴³ requires rivers and waterbodies in the UK to achieve good ecological status by 2027. This includes resisting the establishment and spread of non-native invasive species which can have a significant detrimental impact on native species. UK domestic law has retained the WFD and requires that River Basin Management Plans (RBMPs) are produced to improve the status of waterbodies. Many of the waterbodies in the Borough support recreational uses which are required to be carried out within tight environmental restrictions and are regulated. Recreational uses are supported provided that they respect the ecological and landscape values of the waterbodies and the associated corridor.

Long Term Stewardship

- 7.10 Development proposed within this Local Plan will enhance the existing green infrastructure network as well as delivering a diverse range of green and blue infrastructure features. How this provision is delivered and maintained in perpetuity has a direct impact on the quality of a place in the long term.
- 7.11 Expanding and enhancing the green and blue infrastructure network will provide multiple benefits to the Borough as a whole, however, preserving its quality and condition for the long term requires effective stewardship. Planning for long term stewardship of community assets, including its financing and governance structure must be considered from the outset if a successful and sustainable outcome is to be achieved.
- 7.12 In the past it was common for the Council, together with its partners to adopt and manage new community assets (including the green and blue infrastructure and other community facilities) which were delivered through development. However, in light of ever-increasing public sector financial constraints and the ongoing pressures on the Council’s resources this model of long-term stewardship is no longer the preferred option of the Council in the majority of circumstances.
- 7.13 With a broad range of stewardship models and funding opportunities available, it is not possible to adopt a ‘one size fits all’ approach. The most appropriate stewardship option for a development will vary depending on the scale, location and community assets provided and must be agreed on a case-by-case basis. Community stewardship models are encouraged and will be supported.
- 7.14 Nevertheless, the Council recognises that a community stewardship model requires sufficient level of development to create a natural community focus or where there is

⁴³ http://ec.europa.eu/environment/water/water-framework/index_en.html

adequate scale of on-site community assets to manage. In circumstances where the scale of development is not sufficient to support a community management stewardship model, a private management company solution may be considered acceptable. Where this is the case, proposals will need to demonstrate that the private management company proposed will:

- be run in a way that ensures residents have and retain a key governance role,
- maintain openness and transparency,
- be focused on the local development and the maintenance of the environment in the longer term with surpluses reinvested for such purpose,
- provide a quality service at a reasonable cost over the longer term,
- allow for residents to take control in the longer term should this be their ambition.

Sustainability Appraisal Indicators

	1. Homes	2. Health	3. Flooding	4. Soil	5. Pollution	6. Biodiversity	7. Heritage	8. Open Space/ Landscape	9. Transport	10. Economy	11. Climate Change	12. Water
Short Term	0	+	0	+	+	+	0	0	0	0	+	+
Medium Term	0	+	0	+	+	+	0	0	0	0	+	+
Long Term	0	+	0	+	+	++	0	+	0	0	+	+

Monitoring Indicators

Indicator	Target	Data Source
Number of developments delivering green and blue infrastructure in line with recognised standards	All major development delivered in line with recognised standards	Planning applications and appeals
Progress towards Water Framework Directive objectives	Achieve 'good ecological status' at earliest opportunity and by 2027 at the latest	Data provided by Environment Agency

Key Evidence

- Biodiversity Opportunity Areas: the basis for realising Surrey’s ecological network (Surrey Nature Partnership, 2015)
- Water Framework Directive (2000)
- Environment Act 2021
- Green Infrastructure Framework – Principles and Standards for England (Natural England, 2021)

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E2: Biodiversity

- 1) The Council will support development proposals which restore, maintain and enhance habitat connectivity and will seek opportunities for habitat creation particularly within Biodiversity Opportunity Areas. Development proposals will be expected to contribute to biodiversity through clearly demonstrating improvements when submitting a planning application as part of securing biodiversity net-gain.
- 2) Development on or adjacent to the following designated sites in the Borough will need to have reference to this Policy:
 - Ramsar sites (International).
 - Special Protection Areas (European).
 - Sites of Special Scientific Interest and National Nature Reserves (National).
 - Ancient Woodland, ancient or veteran trees; and/or trees and hedgerows protected by a Tree Preservation Order.
 - Sites of Nature Conservation Importance, Local Nature Reserves (Local)
 - Other priority habitats and priority species not identified above (Local); designated Local Green Space where richness of wildlife has been identified as a contributing factor in its designation; and any area in Spelthorne that may be identified in a Local Nature Recovery Strategy; trees considered to make a significant contribution to their surroundings, individually or as a group.
- 3) The Council will maintain Sites of Nature Conservation Importance as shown on the Policies Map and will only permit development proposals within these sites, where there will be no adverse effect, either directly or indirectly on their ecological interest and this has been clearly demonstrated through use of appropriate assessment.
- 4) For development proposals that affect national, regional or locally protected sites not forming part of a Ramsar or SPA, (such as SSSIs, SNCIs, LNRs) permission will only be granted where it can be demonstrated that the benefits of the development proposed clearly outweigh the decrease in the nature conservation value of the site and that:
 - (a) any such decrease has been kept to a minimum,
 - (b) mitigation or compensation to provide for species protection and/or habitat creation or enhancement has been made within the area, and
 - (c) appropriate measures to monitor the effectiveness of the mitigation have been established.

Biodiversity Net Gain

- 5) The Council will seek net gains in biodiversity, through creation or expansion, restoration, enhancement and management of habitats and features to improve the status of priority habitats and species. All development⁴⁴ will be expected to provide at least 10% net gain. Major development should calculate this through the most up-to-date version of the Biodiversity Metric (or its equivalent). For development of nine

⁴⁴ All development as set out in Environment Act 2021

dwellings or less, the latest small sites metric (or its equivalent) should be used to calculate net gain.

- 6) The Council will expect developers to demonstrate full consideration of a variety of means in improving biodiversity within developments including, but not limited to, the use of innovative approaches where appropriate such as:
 - the installation of bee bricks,
 - use of bird nest boxes,
 - incorporation of green roofs and living walls
- 7) Development proposals should demonstrate clearly how net gain will be achieved and this should be in accordance with any Supplementary Planning Document and/or additional guidance as produced by the Council.
- 8) Biodiversity net gain should be delivered using the following hierarchy:
 - i) On site as part of the development;
 - ii) Where on-site delivery is not feasible then this should be provided on land adjacent to, or as close to the development site, as possible;
 - iii) As a last resort, net gain should be secured on land within the Borough boundary

Waterbodies in the Borough

- 9) Where development is proposed on or adjacent to any waterbodies in the Borough, reference should be made to the following:
- 10) Development proposals not directly related to the management of Ramsar, and SPA, as well as SSSI units forming part of these designations will not be permitted unless it can be demonstrated that the impact of proposals, either alone or in combination, will not result in likely significant effects. If significant adverse effects remain even with the implementation of suitable avoidance and/or mitigation, development proposals will need to demonstrate that alternatives to the proposal have been fully explored.
- 11) Development proposals on, or impacting non-SPA relevant sites which support the wider SPA network, will not be permitted unless it can be demonstrated that the impact of the proposals; either alone or in combination, will not result in likely significant effects.

Definitions

- 7.15 Biodiversity Opportunity Areas (BOAs) are identified as the most important areas for biodiversity in the Borough. BOAs represent the basis for an ecological network where improved habitat management as well as efforts to restore and create habitats will be most effective in enhancing connectivity to benefit species recovery.
- 7.16 Biodiversity Net Gain (BNG) is an approach to development, and/or land management, that aims to leave the natural environment in a measurably better state than it was beforehand.

Reasoned justification

- 7.17 Biodiversity is a means of quantifying the natural environment, which surrounds us everywhere, and is connected to many aspects of everyday life. Biodiversity can be described as the richness and variety of living things which exist in a given area. Biodiversity and geodiversity (the diversity of geological sites) is not just confined to identified and protected sites.
- 7.18 Over the past half a century, there have been significant declines in several species, which has resulted in many cases of local extinction, linked largely to loss of habitat. The causative factors behind this loss of natural habitat and species include climate change, the expansion of the built environment and the way important habitats are managed. It is therefore important to conserve and enhance natural habitats, which are key to protecting individual species and, in turn, to achieving sustainable development as well as ensuring that when development does come forward it minimises its impacts as fully as possible and provides opportunities to achieve net gains in biodiversity.
- 7.19 There are a number of protective designations within the Borough that are of international, national and local significance. These designations include four SSSI with a further SSSI, which include the Wraysbury reservoir network to the north, Staines Moor and Shortwood Common. Additionally, these reservoirs are also identified as Special Protection Areas and Ramsar sites as part of the South West London Waterbodies (SWLWB) network which also includes sites outside the Borough. These networks are crucial for migrating and over-wintering birds. As part of this, Spelthorne has a number of non-SPA relevant sites, primarily waterbodies, which support the SWLWB network and provide refuge for many species. There are also 26 local SNCI spread across Spelthorne, along with two Local Nature Reserves and an area of ancient woodland.
- 7.20 Paragraph 179 of the Framework sets out that local plan policies should identify, map and safeguard components of local wildlife-rich habitats and wider ecological networks. Spelthorne has a number of international, national and locally designated biodiversity sites which justify protection.
- 7.21 Biodiversity net-gain is an approach which aims to leave the natural environment in a measurably better state than beforehand. This approach has been included as part of the Environment Act 2021 which stipulates that net gain should be mandatory by November 2023. Biodiversity net gain will be sought on sites where existing green assets can be improved or enhanced or where these are lost, such as on greenfield sites, proposed development will provide significant replacements.
- 7.22 Development proposals should refer to any relevant Supplementary Planning Documents or Action Plans that are produced by the Council which guide on biodiversity net gain for planning applications.
- 7.23 BOAs are key areas where priority habitat can be created, improved or restored and there are two significant areas identified in Spelthorne where opportunities for restoration and creation of habitats exist:
- Staines Moor to Shortwood Common (TV03)

- Shepperton to Thorpe⁴⁵ (TV04)

7.24 As such, this justifies the inclusion of a policy to seek to achieve these objectives where possible.

Sustainability Appraisal Indicators

	1. Homes	2. Health	3. Flooding	4. Soil	5. Pollution	6. Biodiversity	7. Heritage	8. Open Space/ Landscape	9. Transport	10. Economy	11. Climate Change	12. Water
Short Term	0	+	+	+	+	+	0	+	0	0	+	+
Medium Term	0	++	+	+	+	+	0	++	0	0	+	+
Long Term	0	++	+	+	+	++	0	++	0	0	+	+

Monitoring Indicators

Indicator	Target	Data Source
Gains in biodiversity provided by development	All developments to provide biodiversity gains	Planning applications and appeals
Condition of European and National sites	Continual improvement in condition	Natural England surveys
Condition of local sites	Continual improvement in condition	SNCI surveys
Progress towards Water Framework Directive objectives	Achieve 'good ecological status' at earliest opportunity and by 2027 at the latest	Data provided by Environment Agency

Key Evidence

- Biodiversity Opportunity Areas: the basis for realising Surrey's ecological network (Surrey Nature Partnership, 2015)
- Water Framework Directive (2000)
- Environment Act (2021)
- Biodiversity net gain: updating planning requirements (Department for Environment, Food and Rural Affairs)

⁴⁵ https://surreynaturepartnership.files.wordpress.com/2014/11/biodiversity-opportunity-areas_surrey-nature-partnership_20151.pdf

E3: Managing Flood Risk

- 1) Flood zones in Spelthorne Borough are determined by definitions contained within national planning practice guidance and the Council's Strategic Flood Risk Assessment (Level 1).
- 2) To reduce the overall and local flood risk and manage water resources development must be located, designed and laid out to ensure that it is safe, the risk from flooding is minimised (whilst not increasing flooding risk elsewhere) and that residual risks are safely managed.
- 3) New development will be guided to areas of lowest flood risk from all sources of flooding through the application of the sequential test⁴⁶. Where individual sites contain different flood zones, the layout of the site will be expected to minimise flood risk. The exception test will continue to be applied where national planning policy advises that this is necessary.
- 4) All development proposals⁴⁷ are required to demonstrate that land drainage will be adequate and that they will not result in an increase in surface water run-off. The Council will expect incorporating SuDs (Sustainable Drainage Systems) to manage surface water drainage, unless it can be demonstrated that they are not appropriate.
- 5) Development in Flood Zones 2 and 3a⁴⁸ and on a dry island⁴⁹ will be permitted provided that:
 - (a) the vulnerability of the proposed use is appropriate for the level of flood risk on the site (see table below);
 - (b) the proposal passes the sequential and exception test (where required) as outlined in the NPPF and guidance;
 - (c) a site-specific flood risk assessment demonstrates that the development, including will be safe for its lifetime (taking into account climate change) without increasing flooding elsewhere, and will, where possible, reduce flood risk overall;
 - (d) safe access and egress⁵⁰ is demonstrated for residential development of one or more net additional units;⁵¹
 - (e) the scheme incorporates flood protection, flood resilience and resistance measures appropriate to the character of the area and;

⁴⁶ <https://www.gov.uk/guidance/flood-risk-assessment-the-sequential-test-for-applicants>

⁴⁷ Excluding minor householders such as porches and conservatories

⁴⁸ As identified on the latest Environment Agency flood risk maps and the Council's latest Strategic Flood Risk Assessment

⁴⁹ Defined in SFRA

⁵⁰ See section 5.6 of the Spelthorne SFRA for more information of safe access and egress

⁵¹ Not required for residential extensions or replacement dwellings

- (f) applications include appropriate flood warning and evacuation⁵² and site drainage systems take account of storm events and flood risk of up to 1 in 100 year event with an appropriate allowance for climate change.
- 6) applications must be supported by Flood Risk Assessments where appropriate that demonstrate the development will be safe, not increase flood risk elsewhere, and maximise opportunities to reduce flood risk.

1 in 20 year – Flood Zone 3b

- 7) Within the 1 in 20 year⁵³ (5% AEP) extent;
- (a) the provision of essential infrastructure will be supported but in principle the land should remain undeveloped to maintain flood storage capacity and not impede the flow of flood water.
 - (b) development vulnerability should be reduced and change of use to a higher vulnerability classification will not be permitted;
 - (c) extensions or re-development of buildings may be considered, subject to the following:
 - i) the footprint of the building should be reduced where possible and should not be increased,
 - ii) finished floor levels should be raised where possible;
 - iii) surface water runoff rates and volumes from the site should be reduced;
 - iv) floodplain storage capacity should be increased and space created for flooding to occur by restoring functional floodplain;
 - v) impedance to floodwater flow should be reduced;
 - vi) flood resistance and resilience measures be incorporated and;
 - vii) inclusion of measures to ensure development remains safe for users in time of flood⁵⁴.
- 8) Schemes which deliver a betterment will be supported, subject to consultation with the Environment Agency where required and meeting other policy requirements of the Plan.
- 9) Within the 1 in 20 year (5% AEP) extent basements, basement extensions, conversions of basements to a higher vulnerability classification are not permitted. Basement car parks (or similar development) which are designed to allow the inflow and egress of flood water may be permitted

⁵² <https://www.gov.uk/government/publications/personal-flood-plan>

⁵³ Existing infrastructure or solid buildings that resist water ingress are not included within the definition of Flood Zone 3b Functional Floodplain and the associated planning requirements do not apply.

⁵⁴ This may incorporate the timely evacuation of properties prior to the onset of flooding in accordance with an individual Flood Warning and Evacuation Plan for the site).

River Thames Scheme

- 10) The Council supports proposals for strategic flood relief measures, including the proposed flood channel through the Borough as part of the River Thames Scheme. The proposed route of the channel and the land adjacent to it, as shown on the Policies Map will be safeguarded for this purpose⁵⁵.

Definitions

- 7.25 Flood Zones in Spelthorne are based on definitions contained within National Planning Practice Guidance and the Council's Strategic Flood Risk Assessment (Level 1).
- Flood resistance: Flood-resistant construction can prevent entry of water or minimise the amount that may enter a building where there is short duration flooding outside with water depths of 0.6 metres or less. This form of construction should be used with caution and accompanied by resilience measures, as effective flood exclusion may depend on occupiers ensuring some elements, such as barriers to doorways are put in place and maintained in a good state.
 - Flood resilience: Flood-resilient buildings are designed and constructed to reduce the impact of flood water entering the building so that no permanent damage is caused, structural integrity is maintained, and drying and cleaning is easier and the building can be re-occupied more quickly.
- 7.26 Planning Practice Guidance states that flood resistance and resilience measures should not be used to justify development in inappropriate locations.

Flood Zones

Flood Zone	Definition
Zone 1 Low Probability	Land having a less than 1 in 1,000 annual probability of river or sea flooding. (Shown as 'clear' on the Flood Map – all land outside Zones 2 and 3)
Zone 2 Medium Probability	Land having between a 1 in 100 and 1 in 1,000 annual probability of river flooding; or land having between a 1 in 200 and 1 in 1,000 annual probability of sea flooding.
Zone 3a High Probability	Land having a 1 in 100 or greater annual probability of river flooding; or land having a 1 in 200 or greater annual probability of sea flooding.
Zone 3b The Functional Floodplain	This zone comprises land where water has to flow or be stored in times of flood. Local planning authorities should identify in their Strategic Flood Risk Assessments areas of functional floodplain and its boundaries accordingly, in agreement with the Environment Agency.

⁵⁵ As set out in para 161 (b) of the NPPF 2021.

- 7.27 Note: The Flood Zones shown on the Environment Agency’s Flood Map for Planning (Rivers and Sea) available on the Environment Agency’s website, do not take account of the possible impacts of climate change and consequent changes in the future probability of flooding. Reference should therefore also be made to the [Strategic Flood Risk Assessment](#) when considering location and potential future flood risks to developments and land uses.

Flood Zone 3b Functional Floodplain

- 7.28 The definition of Flood Zone 3b Functional Floodplain for Spelthorne Borough Council includes all buildings which have not been designed to exclude floodwater and do not resist water ingress, such as garages and warehouses, as well as roads, other linear features and other areas for car parking or recreational use which may provide important flow routes and flood storage functionality.

Flood Risk Vulnerability and Flood Zone ‘Compatibility’ (Source: PPG)

Flood Risk Classification	Vulnerability	Essential Infrastructure	Water Compatible	Highly Vulnerable	More Vulnerable	Less Vulnerable
1	✓	✓	✓	✓	✓	✓
2	✓	✓	✓	Exception Test Required	✓	✓
3a	Exception Required	Test	✓	✗	Exception Test Required	✓
3b	Exception Required	Test	✓	✗	✗	✗

✓ – Development is appropriate ✗ – Development should not be permitted

Reasoned Justification

- 7.29 In Spelthorne there are areas within the 1 in 20 (5%) or greater flood extent that are already developed and are prevented from flooding by the presence of existing infrastructure or solid buildings. Whilst these areas may be subject to frequent flooding, it may not be practical to refuse all future development. As such, and in accordance with the PPG, in some instances the Council will consider existing building footprints, where they can be demonstrated to exclude floodwater, not to be defined as Flood Zone 3b Functional Floodplain.
- 7.30 The approach the Council will take to development within the 1 in 20 year (5%) flood outline recognises the importance of pragmatic planning solutions that will not unnecessarily ‘blight’ areas of existing development, the importance of the undeveloped land surrounding them and the potential opportunities to reinstate areas which can operate as functional floodplain through redevelopment to provide space for floodwater and reduce risk to new and existing development.
- 7.31 The consideration of whether a building resists water ingress will be considered on a case-by-case basis as part of the planning application process, having regard to the presence of existing buildings on the site and the existing routing of floodwater through the site during times of flooding.

Sustainability Appraisal Indicators

	1. Homes	2. Health	3. Flooding	4. Soil	5. Pollution	6. Biodiversity	7. Heritage	8. Open space/ Landscape	9. Transport	10. Economy	11. Climate Change	12. Water
Short Term	0	+	+	0	0	0	0	0	0	0	+	+
Medium Term	0	+	+	0	0	0	0	0	0	0	+	+
Long Term	0	+	++	0	0	+	0	+	0	+	+	+

Monitoring Indicators

Indicator	Target	Data Source
Number of planning decisions, including appeals, granting permission not in accordance with Policy E2	No planning permissions that are not in accordance with Policy E2	In house monitoring

Key Evidence

- Local Flood Risk Management Strategy (Surrey County Council, 2014)
- Draft Strategic Flood Risk Assessment (Spelthorne Borough Council, 2018)
- Spelthorne Water Cycle Study (Spelthorne Borough Council, 2019)

E4: Environmental Protection

Air Quality

- 1) The Council will seek to protect and improve the Borough's air quality and work towards meeting the World Health Organisation Air Quality Guidelines by ensuring all development proposals prevent further deterioration of existing poor air quality and are "air quality neutral" as far as reasonably practicable.
- 2) An applicant will be required to submit an air quality assessment for development proposals where development:
 - (a) is in an Air Quality Management Area (AQMA), or is predicted to impact pollutant levels within an AQMA and
 - (b) generates significant levels of pollution, or
 - (c) increases traffic volumes or congestion, or
 - (d) is for non-residential uses of 1000 sqm or greater, or
 - (e) is for 10 or more dwellings, or
 - (f) involves development sensitive to poor air quality or
 - (g) introduces a potentially significant point source of air pollutant emissions or alters the emissions of an existing point source. Applicants are strongly encouraged to avoid the introduction of a point source by utilising technology such as Air Source Heat Pumps (ASHP). Where a development proposal introduces a point source, for example a Combined Heat and Power (CHP) unit, the Air Quality Assessment should demonstrate the necessity of the proposed equipment.
- 3) For development proposals that could potentially cause, exacerbate or introduce new exposure to poor air quality, mitigation and compensation measures should be incorporated. Mitigation is required to ensure that all major developments are sustainable from an air quality perspective and for the protection of public health. Where on site measures alone are not possible or are insufficient to reduce the impact on air quality, applicants should consider the scope for mitigating the impact by contributing to funding of other initiatives that improve air quality.
- 4) Planning permission will not be granted for proposals where adverse effects on air quality for existing receptors and/or future occupiers are of a significant scale, either individually or in combination with other proposals and/or the effects cannot be appropriately and effectively mitigated.

Water Quality

- 5) The Council will ensure all development located near ground and surface water have the appropriate measures in place to mitigate any adverse impact on water quality and water features. Planning permission will not be granted for developments which do not demonstrate the incorporation of water efficiency measures such as water recycling and collection features. Wherever practical, Sustainable Drainage System

(SuDS) should be incorporated to minimise the discharge of surface water to the sewer system.

Noise

- 6) The Council will seek to protect and improve local noise conditions as far as reasonably practicable. The Council will ensure that development proposals that may generate unacceptable noise or be unreasonably impacted by noise sources incorporate appropriate attenuation measures to minimise the effects on new and existing residents. The adverse impacts of noise are to be reduced to acceptable levels through good design, layout and orientation of sites and buildings, and adequate noise insulation. In residential areas close to the airport, only one-for-one replacement of existing housing will be allowed within the 66Leq and above noise contour. The Council will require an acoustic report to accompany an application for development proposals that may be sensitive to noise sources, or might cause unacceptable noise for residents, businesses or the environment. Planning permission will be refused where the impact of noise cannot be mitigated to an acceptable level.

Light

- 7) This policy seeks to minimise the adverse impact from light pollution on the environment. It promotes the use of measures to minimise the adverse impact of lighting on surrounding areas. Applicants developing proposals for lighting will be required to assess the impact of the lighting scheme and demonstrate there are no unacceptable adverse impacts. The Council will require developments that may result in light pollution to incorporate appropriate design and energy saving measures in order to minimise the potential for light pollution. Planning permission will not be granted for light generating development proposals that may have an adverse impact on residential developments, amenity, wildlife, biodiversity and highway safety. The Council will require a lighting impact assessment to accompany an application for development proposals that may cause unacceptable light pollution for residents, businesses or the environment.

Development of Land Affected by Contamination

- 8) The Council will ensure that where development is proposed on land that may be affected by contamination, the applicant must undertake appropriate risk assessment and if necessary, remediation to ensure the development is safe or will be made safe for its intended use. Through the incorporation of mitigation measures, treatment to reduce contamination or remove pollutant pathways and soil/ground gas/groundwater remediation initiatives, receptors exposure to land contamination will be minimised.
- 9) The Council will:
- i) Require development proposals to be accompanied by an assessment of risk from contamination where the development is on or adjacent to previous industrial uses or other land known to be affected by contamination, or in all cases where the proposal is for new housing or other forms of development which are particularly sensitive to contamination.
 - ii) Impose conditions on planning permissions requiring appropriate investigation and remediation of contamination before development can proceed.

- iii) Require applicants to demonstrate the investigation and remediation of contamination has been carried out appropriately to a standard sufficient to enable the development to be safely occupied.

10) Planning permission will not be granted for proposals where the risk to existing receptors and/or future occupiers from land contamination is unacceptable and cannot be appropriately and effectively mitigated

Definitions

- 7.32 Air Quality Management Area (AQMA): The area within the Borough where the national air quality objectives⁵⁶ are not likely to be achieved, as declared to Defra. Spelthorne currently has a Borough wide AQMA for nitrogen dioxide.
- 7.33 Point sources of air pollutant emissions: Point sources of air pollutant emissions are stationary locations from which pollutants are discharged such as a chimney or flue. Examples include centralised boilers and Combined Heat and Power units-
- 7.34 Land affected by contamination: The terminology within policy E3 refers to land affected by contamination which is reflected in Government guidance⁵⁷. “Land affected by contamination” or “land contamination”, are used to describe the much broader categories of land where contaminants are present but usually not at a sufficient level of risk to be contaminated land⁵⁸. As such, the Council/planning regime will require development of land affected contamination to follow a higher standard of remediation which is in line with best practice guidance from government. Government guidance states that organisations must use other regimes above Part 2A where contaminants are present to resolve land contamination. After carrying out the development and commencement of its use, the land should at a minimum not be capable of being determined as contaminated land under Part 2A of the EPA 1990 (NPPF 2021, paragraph 183b), and must be deemed suitable for use in line with best practice guidance.
- 7.35 The other term “contaminated land” has a specific legal definition under Part 2A Section 78A (2) of the Environmental Protection Act (EPA)1990. The thresholds for contamination are less stringent under Part 2A standards than under best practice guidance that is applied through planning regime.

⁵⁶ https://uk-air.defra.gov.uk/assets/documents/National_air_quality_objectives.pdf

⁵⁷ DLUHC (2014). Land affected by contamination guidance. Available from: <https://www.gov.uk/guidance/land-affected-by-contamination>

⁵⁸ Defra (2012) Environmental Protection Act 1990: Part 2A - Contaminated Land Statutory Guidance. Available from https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/223705/pb13735cont-land-guidance.pdf#:~:text=The%20Part%202A%20regime%20is%20one%20of%20several,or%20where%20action%20is%20taken%20independently%20by%20landowners.

Reasoned Justification

- 7.36 National policy states that planning policies and decisions should contribute to and enhance the natural and local environment by preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans; and remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate (NPPF 2021, paragraph 174).
- 7.37 Whilst some polluting activities are controlled through legislation, the planning system has a complementary role in directing the location of development that may give rise to pollution where a separate pollution control regime does not apply, both pollution directly generated from the development or indirectly, for example through the traffic a development generates. The NPPF 2021 is clear that the impact of pollution is a material planning consideration.
- 7.38 National policy requires planning policies and decisions to take into account the likely cumulative effects of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development (NPPF 2021, paragraph 185 and 186).

Air Quality

- 7.39 Air Quality is an important environmental issue for Spelthorne. The Council's Air Quality Action Plan designates the whole Borough as an Air Quality Management Area (AQMA). This reflects that the whole Borough has a particular need to improve air quality therefore the Council will ensure that any new development in the Borough is consistent with the local Air Quality Action Plan and the requirements of national policy for planning decisions to sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the AQMA and cumulative impacts (NPPF 2021, paragraph 186).
- 7.40 Road traffic has been identified as the biggest single contributor to poor air quality in Spelthorne and results in other adverse environmental and health effects. Transport modelling and highways data suggest that the main road corridors are the worst affected areas. Some areas in the Borough with poor air quality where nitrogen dioxide (NO₂) concentrations are in excess of national standards remain notably alongside the A308 at Sunbury Cross and the A30 at the Crooked Billet roundabout. The level of particulates (known as PM₁₀ and PM_{2.5}) is also a concern adjoining the M25 and Heathrow Airport.
- 7.41 Like every other authority, the Council has a statutory duty to work towards the Government's air quality standards. What is worthy of note is that, though the Council has little or no influence over traffic, there is scope to reduce reliance on cars and trips that have origins or destinations within Spelthorne to ensure that air quality impacts are kept to a minimum. The Council with other stakeholders, will develop and implement a strategy to decrease the reliance on cars, promote sustainable modes of transport and reduce congestion and environmental impacts. The Council will ensure that there are mechanisms such as additional Air Quality monitoring

stations in the Borough to capture current levels and to assist in managing air quality improvements. Also, the Council will require an 'air quality assessment' to be undertaken where the development proposed meets the criteria given in Policy E3. National policy requires that the Council to take into account the impacts of particulate levels with regard to public health, developments meeting the criteria for an air quality assessment should ensure that the impacts of particulate emissions (both PM₁₀ and PM_{2.5}) are considered within the assessment alongside the impacts of NO₂. Where an air quality assessment is required the impacts of the construction, demolition and earthworks process and the impacts of construction traffic upon local air quality should also be assessed in line with best practice guidance to ensure that any significant effects are appropriately mitigated against, for the prevention of pollution.

- 7.42 Individual developments are often shown to have a very small air quality impact. The cumulative impact of many individual schemes, deemed insignificant in themselves, can contribute to a 'creeping baseline'. Therefore, good practice to reduce emissions and exposure should be incorporated into all developments* at the outset, at a scale commensurate with the emissions. Consideration of air quality neutrality should focus on both NO_x, and PM₁₀ emissions, the energy sources used within buildings and emissions from the vehicles associated with use of the development. Mitigation measures to reduce emissions may be applied on-site or off-site however the exposure of residents to poor air quality may still result in refusal without sufficient mitigation in order to protect public health.
- 7.43 In many cases, the impact of the development being assessed will have a cumulative effect with other planned developments, which may or may not have planning permission. Where these developments have been granted planning permission and are therefore 'committed' developments, their impacts should be assessed cumulatively with those of the application site and incorporating traffic growth predictions on the highway network. The contribution of these committed developments should be accounted for in the 'future baseline', provided that their contributions can be quantified. It is difficult to include other planning applications yet to be determined, as the outcome is not certain – the number and type of traffic movements may not be quantifiable, and the site layout and end users may be unknown. Circumstances with scenario assessment for proposed development without planning permission will be rare.
- 7.44 In some circumstances, there will be an existing permission for development on the site that has not yet been exercised. In the planning system, the estimated emissions from the existing permission could be considered as part of the future baseline and thus a revised application for the site would give rise to an incremental change emission from that associated with the extant permission. The Council's approach, in line with best practice guidance, is that impacts be assessed for the new permission sought against the current baseline for the site, disregarding the extant permission; this will reflect the 'real world' increase experienced by receptors.

Water quality

- 7.45 The Borough's surface and ground water resources are extremely important for a range of uses and consumers including domestic, commercial, industrial and agricultural. The water industry is a major user of land in the Borough with four large

reservoirs: the Queen Mary, Wraysbury, King George VI, Staines North and Staines, and treatment works at Ashford.

- 7.46 Due to the Borough's proximity to the River Thames, a significant area is at risk from flooding, with Staines and Shepperton being the worst affected areas. Also, the Borough's ground water is particularly susceptible to pollution from contaminated run-off, storm sewerage and misconnections of sewerage to surface water drains. As such, there is the need for practical measures to be taken to protect, restore and enhance the quality of the Borough water resources and its water features without compromising sustainable development.
- 7.47 Therefore, the Council in conjunction with the Environment Agency will seek to resist any development proposal that threatens water quality but will support initiatives that result in improving water quality and the capacity of surface water to support wildlife. As stipulated in the European Water Framework Directive, the Council will also ensure that the Borough's waterbodies achieve good ecological status and protection for drinking water sources and protected sites such as Sites of Specific Scientific Interest.
- 7.48 The possibility of adverse impacts on water quality and the impact of any possible discharge of effluent or leachates which may pose a threat to surface or underground water resources directly or indirectly through surrounding soils depends on the nature and scale of the development proposed as well as the local topography, the size and sensitivity of the water body. Therefore, risks to water quality will need to be considered on a case-by-case basis and in consultation with the Environment Agency where a development could impact upon groundwater sources and water quality.

Noise

- 7.49 Some parts of the Borough suffer from high levels of noise, particularly due to Heathrow Airport and road traffic. There are also high noise levels close to the motorways, trunk roads and other major roads such as the A308. Where noise sensitive development, including housing and schools, are proposed in these areas sound attenuation measures will be required to ensure an acceptable environment is created for residents of the development. Applicants should seek advice from the Council's Environmental Health team to ensure that the need for assessments and the appropriate level of detail is established at an early stage. The extent of aircraft noise from Heathrow is indicated by noise contours which are shown on the Policies Map.
- 7.50 Noise sensitive uses proposed in areas that are exposed to noise from existing or planned industrial or commercial sources, will only be permitted where future users will not be exposed to an unacceptable noise impact that would result in creation of a statutory nuisance. Noise generating development will be permitted where it can be demonstrated that any nearby noise sensitive uses (as existing or with planning permission), will not be exposed to noise impact that will adversely affect the amenity of users of surrounding noise sensitive premises. In urban areas the density of industrial plant and air handling units (including kitchen extracts, air-conditioning units and refrigeration plant) has a cumulative effect of increasing the overall background noise level. To prevent this level continually increasing to the detriment of the local residential amenity in those locations there will be an expectation that all new noise

sources would operate at a Rating Level (BS4142) of 10dB below the background noise level measured as a LA90.

- 7.51 Noise pollution from Heathrow Airport is of particular concern to the Council as the airport is close to major built up areas which means a large number of people in the Borough suffer noise disturbance from aircraft using the airport. Approximately, 300,000 people are affected by aircraft noise from Heathrow as defined by the 57Leq noise contour. In Spelthorne the worst affected areas are in the north of the Borough in Stanwell and Stanwell Moor.
- 7.52 The phasing out of noisier aircraft has led to some reduction in noise disturbance but the potential gains have not been fully realised because of a continuing upward trend in the total number of aircraft movements. Night flights are also a potential source of great disturbance to communities. The Council will continue to support controls on night flying that achieve a progressive improvement in the night noise climate, including a limit on the total number of night flights. The Council also supports the retention of noise preferential routes, aimed at ensuring flights are concentrated over more sparsely populated areas, and the maintenance of controls that limit ground noise at the airport.

Light Pollution

- 7.53 National policy requires planning policies and decisions should limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation (NPPF, paragraph 185, c).

Development of Land Affected by Contamination

- 7.54 This policy seeks to ensure land which is likely to be affected by contamination is safely developed and is suitable for the proposed use.
- 7.55 Less stringent pollution control and less careful site management in the past has led to a substantial legacy of sites that may be subject to contamination by former land uses. In particular, large areas of the Borough have been worked for minerals and the land subsequently filled. Although much of this activity has been on land within the Green Belt, many old sites are now occupied by, or are close to housing and commercial developments. These pits were filled long before any controls existed on waste disposal and, together with former industrial sites, now present a range of unknown contamination issues which need to be addressed. Contaminants may also be present on land where there are no specific records of contaminating uses, such as in made ground where unsuitable fill has been used. The Council's principal mechanism for dealing with land affected by contamination is to ensure that land is fit for purpose when being redeveloped through the planning system. This is the most cost effective and sustainable way forward.
- 7.56 A fundamental principle of sustainable development is that the condition of land, its use and its development should be protected from potential hazards. Failing to deal adequately with contamination could cause harm to human health, property and the wider environment. Where development is proposed, the developer is responsible for ensuring that development is safe and suitable for use for the purpose for which it is intended. A potential developer will need to satisfy the Council that unacceptable risk from contamination will be successfully addressed through remediation without undue

environmental impact during and following the development. The developer is also responsible for ensuring submission of adequate site investigation information and comprehensive risk assessment, prepared by a competent and Suitably Qualified Person (SQP) (whom holds a recognised and relevant qualification) with demonstrable experience in the assessment and remediation of contaminated land).

- 7.57 Failure to provide sufficient information, according with best practice guidance, may result in permission being refused and/or is likely to result in delays in clearance of planning conditions and unnecessary cost implications. Prior to implementation of remediation, a remediation method statement will be required to be agreed with the Council. Following any remediation evidence must be provided demonstrating that remediation has been carried out in accordance with the agreed remediation strategy (with full justification if any deviations from the strategy (that have not been agreed) have been made and that the site is suitable for the proposed use.
- 7.58 As a minimum, after carrying out the development and commencement of its use, the land should not be capable of being determined as contaminated land under Part IIA of the EPA 1990 (NPPF, para 183b), and must be deemed suitable for use in line with best practice guidance.

Sustainability Appraisal Indicators

	1. Homes	2. Health	3. Flooding	4. Soil	5. Pollution	6. Biodiversity	7. Heritage	8. Open pace/ Landscape	9. Transport	10. Economy	11. Climate Change	12. Water
Short Term	0	+	0	+	+	0	0	0	0	0	+	+
Medium Term	0	+	0	+	+	0	0	0	0	0	+	+
Long Term	0	++	+	++	+	+	0	+	0	0	+	++

Monitoring Indicators

Indicator	Target	Data source
Number of monitored sites exceeding the annual air quality objective for nitrogen dioxide (40ug/m ³)	Reduce annual mean nitrogen dioxide levels to below (40ug/m ³) at monitored sites	The Borough Council, Surrey County Council, National Highways
Net additional dwellings permitted within 66 Leq and above noise contour.	No new dwellings should be permitted within the 66Leq noise contour	The Borough Council
No applications should be allowed, contrary to Environment Agency	Development not to have unacceptable risk to water quality	The Borough Council Environment Agency

advice, development which would threaten water quality.		
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Key Evidence

- Air Quality Action Plan 2005
- Air Quality Annual Status Report 2020
- Contaminated Land Inspection Strategy 2017

DRAFT

E5: Open Space and Recreation

Existing Open Space

- 1) The Council will seek to protect, maintain and enhance existing open spaces and areas for recreation and encourage quality and accessibility improvements. Priority will be given to areas where specific deficiencies in access or quality have been identified.
- 2) The Council will not permit the loss or displacement of existing open space to other uses unless it can be demonstrated, through up-to-date and robust evidence, that:
 - (a) There is a proven surplus of provision and the site is no longer needed, or is unlikely to be required in the future; or
 - (b) The benefit of the development to the community outweighs the harm caused by the loss of the facility; or
 - (c) An alternative facility of an equal quantity and quality or higher standard will be provided in at least an equally convenient and accessible location to serve the same local community.

Provision of new open space and financial contributions

- 3) Proposals for new residential development will be expected to make on-site provision for open space, having regard to the standards as set out in the most up-to-date Open Space Assessment. The Council will negotiate on site-by-site basis the typology of any open space provision.
 - (a) Proposals delivering on-site provision will ensure appropriate long-term stewardship arrangements are in place to secure the quality of the open space in perpetuity⁵⁹.
 - (b) The Council will consider an off-site financial contribution to improve the quality of existing Council owned open spaces within a reasonable proximity to that development site where:
 - i) it is demonstrated that it is not feasible or viable to incorporate on-site provision of open space; or
 - ii) where the evidence indicates a demonstrable need for improvements to the quality of existing provision, as highlighted by the most up to date Open Space Assessment and/or other relevant documents.
- 4) Proposals for new open space delivered separately from development should be firstly directed to areas where there are deficiencies of such space as identified within the most up-to-date Open Space Assessment and Playing Pitch Strategy and/or other relevant documents.

Local Green Space

- 5) The Council will give protection to spaces designated as Local Green Space and development will only be permitted where very special circumstances can be demonstrated which outweigh the harm.

⁵⁹ As set out in Policy E1: Green and Blue Infrastructure

Definitions

- 7.59 Open Space is defined as all types of spaces, including areas of water such as rivers, lakes and reservoirs, which provide areas for sport and recreation and can act as amenity value. This includes, but is not limited to, playing pitches and fields, recreation grounds, parks and gardens, allotments and natural spaces such as common land.
- 7.60 The Open Space Assessment provides a qualitative and quantitative audit of publicly accessible open space in the Borough. This assessment (or any successor document) should be used as the starting point when considering open space requirements for new developments. The Playing Pitch Strategy will provide a robust and up-to-date assessment of the need for playing pitches in Spelthorne as well as identifying opportunities for new provision.

Reasoned Justification

- 7.61 Open Space is important due to the positive contribution it makes to the character of settlements and health and social well-being.
- 7.62 Open Space forms the basis of the Borough's green infrastructure network supporting residents and other users. Therefore, it is considered that cumulatively, these spaces form valued assets of strategic importance which should be protected as a priority. Open spaces within urban areas provide relief from the urban environment for residents. Urban open spaces also provide breaks in the built environment. Policy E5 identifies all open space within urban areas as open space for the purposes of this policy and the protection afforded to these.
- 7.63 The NPPF in paragraph 98 states that 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 and can deliver wider benefits for nature and support efforts to address climate change. Planning policies should be based on robust and up-to-date assessments of the need for open space, sport and recreation facilities and opportunities for new provision.
- 7.64 Given the importance of these spaces, there is justifiable reason for the inclusion of a policy which seeks to protect existing provision as a minimum and ensure provision of spaces in which there are identified deficiencies over the plan period.
- 7.65 The NPPF allows for the designation of land as Local Green Space (LGS) through the preparation of the Local Plan. The designation is suitable for spaces of particular local significance or have community value. The Council has undertaken an assessment to identify potential Local Green Space (LGS) in consultation with the local community.
- 7.66 By designating as LGS spaces will be protected from development in a manner which is consistent with Green Belt policy. Open spaces which do not meet the requirements of the LGS designation will be protected through Policy E5. Those spaces designated as LGS are shown on the Policies Map and are listed within the Local Green Space – review of sites.

Sustainability Appraisal Indicators

	1. Homes	2. Health	3. Flooding	4. Soil	5. Pollution	6. Biodiversity	7. Heritage	8. Open Space/ Landscape	9. Transport	10. Economy	11. Climate Change	12. Water
Short Term	0	+	0	0	0	+	0	+	+	0	0	0
Medium Term	0	+	0	0	0	++	0	++	+	0	0	0
Long Term	0	++	0	+	0	++	0	++	+	0	0	0

Monitoring Indicators

Indicator	Target	Data Source
Quantity of open space	No loss of open space, identified deficiencies met by end of plan period	Planning applications and appeals Open Space Assessment and Playing Pitch Strategy
Quality of open space	Identified deficiencies met by end of plan period	Open Space Assessment and Playing Pitch Strategy

Key Evidence

- Open Space Assessment (2019)
- Playing Pitch Strategy (2019)
- Local Green Space Assessment Methodology (2019)
- Local Green Space Assessment – Review of sites (2022)

8. Economy

- 8.1 Economic performance is an important indicator of the ‘health’ of the Borough. Ensuring the vitality and viability of Spelthorne’s centres and shaping these to be appealing places for local residents and visitors to access for shopping, leisure and entertainment purposes remains a key strand of the Local Plan. The Borough’s location provides a strong basis for attracting visitors and new businesses. Providing a diverse mix of business and facilities enhances the attractiveness of these centres and provides for the needs of local people within their communities and employment opportunities for a wider population.
- 8.2 The Borough provides a home to major companies such as Shepperton Studios and BP, which are valuable contributors to providing local employment opportunities and supporting the local economy. Retaining these and identifying suitable locations for other high-profile companies to locate in Spelthorne, are important parts of the Borough’s economic and employment performance.

Meeting Employment Needs

- 8.3 The Employment Land Needs Assessment⁶⁰ is based on economic forecasts which estimate the growth in jobs in different sectors and translates this into an estimate for change in employment floorspace over the plan period. Changes in office, industrial and storage/warehousing floorspace are considered.

Use Class	Required change in floorspace 2022-2037 (sqm)
E (g) (i and ii)	18,372
B2	-11,268
B8 (general)	12,005
Total B Class	19,109

- 8.4 The study was published prior to the COVID-19 pandemic which has resulted in a change in the working patterns of many people and the extent to which these changes might become permanent is not yet clear. Some employers are likely to make more flexible or hybrid working practices permanent with smaller office spaces needed. Some occupiers are likely to be reviewing their space needs particularly in light of the financial difficulties and uncertainties businesses face around COVID-19 and BREXIT. Whilst it is too soon to quantify the impact on future need, this highlights the need for flexibility to enable businesses to adapt to meeting changing market conditions and achieve innovations. For this reason, it has been decided flexibility and frequent review is required with the floorspace needs.
-

EC1: Meeting Employment Needs

1. Economic growth in Spelthorne will be supported by maintaining and intensifying the use of the Borough's employment floorspace offer. This will be done by;

- safeguarding employment land,
- provision of new land in line with needs identified through the most up to date evidence and
- encouraging its innovative re-use in ways that better meet the needs of the market

This will accommodate the predicted future growth in jobs in the Borough required to help to secure sustained growth of the local economy.

2. To support the retention, creation and development of local businesses, promote business competitiveness and allow for flexibility to cater for the changing needs of the economy, the Council will support:
 - (a) proposals to redevelop outmoded employment floorspace to cater for modern business needs;
 - (b) proposals which will deliver high quality, well-designed, flexible and adaptable spaces of different unit sizes and types for a range of uses and occupants
 - (c) proposals which will deliver smaller and incubator units, flexible workspaces for co-working, managed workspace and serviced office accommodation and
 - (d) the provision of essential ancillary employment facilities close to places of employment.

in the most sustainable locations, in particular in town and local centres.

3. Proposals should seek to incorporate sustainability measures, including but not limited to sustainable design, construction and carbon/energy demand reduction measures to ensure that economic development is of a high standard.
Strategic Employment Areas

Strategic Employment Areas

4. The five designated employment areas (as shown on the Policies Map that together make up the Borough's current core supply of employment land will be protected as Strategic Employment Areas and changes of use of land and/or buildings from employment to non-employment use will be resisted. The refurbishment and redevelopment of sites in these areas for employment use, and proposals for the intensification of sites for employment use will be permitted.
 - Bedfont Road, Stanwell
 - BP, Chertsey Road, Sunbury
 - Hanworth Road
 - Shepperton Studios
 - Windmill Road, Sunbury

5. Redevelopment or change of use to a non-employment use will only be acceptable if evidence is provided of active and comprehensive marketing of the site for its current use for a continuous period of at least 24 months for a Strategic Employment Site prior to submission of a planning application.
Office and Research & Development

Office and Research & Development

6. Proposals for new office and research & development (E (g) (i and ii)) floorspace will be directed sequentially to Staines-upon-Thames town centre and the Strategic Employment Areas. Only if sites cannot be found in these locations should the edge of centre sites and locations within 500m of a public transport interchange be considered.

Industrial, warehousing and storage

7. Proposals for new industrial, warehousing and storage (B2 and B8) floorspace will be directed to the industrial Strategic Employment Areas, to any of the existing industrial estates and to any sites where floor space of this use class is included in the site allocation in the Local Plan.

Outside of the designated employment sites

8. Outside of the designated employment sites, employment floorspace will be protected in line with the latest Employment Land Needs Assessment and the loss will be resisted unless the site is having significant negative impact on residential amenity.
9. Redevelopment or change of use to a non-employment use will only be acceptable if evidence is provided of active and comprehensive marketing of the site for its current use for a continuous period of at least 24 months prior to submission of a planning application. If the site is allocated for an alternative use within the Local Plan, the marketing period will not be required.

Heathrow

10. The Council provides in-principle support for a future expansion of Heathrow Airport, (as set out in Policy SP7) if it is undertaken in a sustainable and integrated way.

Definitions

- 8.5 Active and comprehensive marketing requires demonstration of a marketing campaign for a continuous period of at least 24 months. Marketing must be undertaken through a recognised commercial agent at a price that genuinely reflects the market value of the current or most recent use of the site. It must be demonstrated to the Council's satisfaction that marketing has been unsuccessful for all relevant floor space proposed to be lost through re-development or change of use.
- 8.6 Transport interchanges are defined as rail stations and bus stations within the Borough and are shown on the Policies Map. The 500m catchment around each interchange are shown on maps. The transport interchanges are:
 - Ashford rail station

- Shepperton rail station
- Staines bus station (rear of Elmsleigh Centre)
- Staines rail station
- Sunbury rail station
- Upper Halliford rail station
- Kempton Park rail station

8.7 Transport interchanges do not include standalone bus stops.

Reasoned justification

8.8 The NPPF is clear that there are three dimensions to sustainable development, one of which is economic. One of the roles of the planning system is to contribute to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth, innovation and improved productivity.

8.9 Our Corporate Plan (2021-2023) has five priorities including the support and guidance to residents and businesses to help them to recover from the economic impact of the COVID-19 pandemic. The Council will support economic recovery by:

- Minimising unemployment
- Developing skills and getting people back in work
- Assisting future business growth and adaptation
- Placemaking, regeneration and developing infrastructure
- Attracting visitors to the Borough

8.10 The Employment Land Needs Assessment (ELNA), identified a need for a fairly small additional amount of floorspace over the plan period in order to meet the anticipated level of jobs which will be created. Meeting this will meet the identified local Spelthorne need. We are keen to gain from the economic benefits that our close proximity to Heathrow brings.

8.11 Spelthorne has significant strengths with a large business base and a wide range of business sectors represented, including a significant presence of businesses of national and international renown. This is further strengthened by its proximity to Heathrow Airport and its good communication links to London and the rest of the UK. It has a significant retail sector which is focussed largely on meeting the needs of local residents. The Enterprise M3 Town Analysis (Dec 2019) highlighted Staines as:

- A relatively high concentration of employment in Information & Communications, with a Location Quotient of more than 2.0 in this sector i.e. more than double the national average concentration of employment in this sector.
- Strategic Economic Plan (SEP) identifying Staines as step-up town
- Productivity Index of 1.02

- Employment ratio of 0.55 (value for the UK is 0.46)
- 8.12 In March 2021, the Government launched a Build Back Better Plan, it's plan for growth focused on three pillars of investment to act as the foundation which to build economic recovery- high quality infrastructure, skills and innovation. The Spelthorne Economic Strategy was refreshed in February 2020. It builds upon the first 3 years of the 2017-2022 Economic Strategy and continues to focus on prioritising the key needs for businesses to settle, grow and thrive. Through the strategy the Borough aims to realise its ambitions and release its potential as a leading economy not just in Surrey but the wider sub-region. The four new themes of the Economic Strategy are ideas, people, business environment and infrastructure and places.
- 8.13 Spelthorne possesses the foundations envied by other locations, particularly given its proximity to London and Heathrow, forming part of a powerful functional economic area. The M3, M4 and M25, which help drive the prosperity of the south east, all run through or are in close proximity to Spelthorne.

Sustainability Appraisal Indicators

	1. Homes	2. Health	3. Flooding	4. Soil	5. Pollution	6. Biodiversity	7. Heritage	8. Open space/ Landscape	9. Transport	10. Economy	11. Climate Change	12. Water
Short Term	0	+	0	+	0	0	0	0	+	+	+	?
Medium Term	0	+	0	+	+	0	0	0	+	++	+	?
Long Term	0	+	0	+	+	0	0	0	+	++	+	?

Monitoring Indicators

Indicator	Target	Data Source
Net change in permitted and completed E (g) (i and ii) B2 and B8 floorspace (sqm) in the Borough	Net increase of 15,000 sqm E (g) (i and ii) use class floorspace by 2037. Net increase of 14,000 sqm completed B8 use class floorspace by 2037. Net reduction of around 21,000 sqm of B2 floorspace by 2037.	Planning applications and appeals and building completions data

Amount of employment floor space (sqm) lost to non-B class uses	N/A	Planning applications and appeals and building completions data
Additional number of employee jobs (total and by industry) in the Borough	900 additional B class jobs to 2037	Published data e.g. ONS Business Register Employment Survey (BRES)

Key Evidence

- Employment Land Needs Assessment (Spelthorne Borough Council, 2018)
- Employment Land Needs Assessment Update (2022)
- Spelthorne Local Economic Assessment, 2016
- Spelthorne Economic Strategy 2017-2022 – 2020 refresh
- Spelthorne Corporate Plan 2021-2023
- A Strategic Economic Plan for the Enterprise M3 Area 2018-2030 (enterprise M3)
- Our Local Industrial Strategy – Defining Our Approach (2020) – Enterprise M3

EC2: Retail

- 1) The Council will seek to meet identified retail needs within the Borough through maintaining and enhancing the vitality and viability of Staines-upon-Thames, as the main town centre and Ashford, Shepperton and Sunbury Cross as the Borough's district centres. Staines -upon-Thames will be the primary location for main town centre uses.

Locations for Development

- 2) The Council will ensure that Staines-upon Thames will be the preferred location for the development of main town centre uses⁶¹, including retail.
- 3) Retail proposals in Ashford, Shepperton and Sunbury Cross will be supported where the scale and design of the proposal is considered appropriate to the existing character and supports their role as district centres.
- 4) The Council will support development which improves the viability and vitality of shopping parades within the Borough which support their local communities and where the scale and design complements the existing character
- 5) Proposals for main town centre uses that are located outside Staines-upon-Thames and Ashford, Shepperton and Sunbury Cross will be subject to the sequential test as set out in the NPPF. In this instance, the applicant will have to demonstrate that:
 - (a) The proposal satisfies the sequential test and flexibility has been demonstrated on issues such as format and scale.
 - (b) For retail proposals which exceed 500 sqm, a retail impact assessment is required to be undertaken to ensure that there are no adverse impacts on existing retail uses in the Borough's centres as set out in the NPPF.
 - (c) Edge-of-centre⁶² and out-of-centre sites, which satisfy the sequential test, should be accessible including by public transport, bicycle and foot and well-connected to the centre.

Primary Shopping Areas

- 6) Proposals for development within the Primary Shopping Areas will be permitted where they improve the quality and mix of within Use Class E to enhance the role of the centres and their vitality and viability and to a scale which complements the local character.

⁶¹ Main town centre uses are defined in the NPPF as retail development (including warehouse clubs and factory outlet centres); leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars, pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); offices; and arts, cultural and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).

⁶² Edge-of-centre locations are defined for retail purposes, as a location that is well connected and within 300 metres of the PSA. For all other main town centres uses, it is a location within 300 metres of a town centre boundary, however for office development this includes locations outside of the town centre but within 500 metres of a public transport interchange. Local circumstances should be taken into account when determining whether a site falls within the definition of edge-of-centre

- 7) Appropriately designed and located proposals for residential development on upper floors will be encouraged, provided the scale complements the prevailing character and is acceptable against all other policy.

Opportunities

- 8) Improve connectivity for pedestrians by enhancing the public realm within the district centres. This can also support new cycling infrastructure and to enhance the local area. Improved connectivity and utilising sustainable and active travel modes can also assist in establishing 20-minute neighbourhoods, particularly within the district centres.
- 9) Improve accessibility of existing parking for users of shopping areas to encourage footfall, where appropriate, and identify suitable locations for the implementation of EV charging points for electric vehicles

Definitions

- 8.14 Primary Shopping Areas: Defined area where retail is concentrated shown on the Policies Map.
- 8.15 20-minute neighbourhoods: Compact and connected neighbourhood, where people can meet their everyday needs within a short walk or cycle which presents multiple benefits including boosting the local economy, improving people's health and wellbeing, increasing social connections and tackling climate change.

Reasoned Justification

- 8.16 Spelthorne Borough Council have defined a hierarchy of centres as required by the NPPF and will seek to promote their long-term vitality and viability. Staines-upon-Thames is the Borough's main town centre, where main town centre uses should be directed principally. Ashford, Shepperton and Sunbury Cross are district centres which act as key providers for their respective catchments. As such, the Council will ensure that identified retail needs, as well as those of other main town centre uses, will be met using the centre hierarchy.
- 8.17 Paragraph 86 of the NPPF (2021) states that LPAs should set out policies that allow centres to grow and diversify in a way that can respond to rapid changes in retail and leisure industries. LPAs should define the extent of the centres and primary shopping areas. Paragraph 86 also states that policies should retain and enhance existing markets and where appropriate, re-introduce or create new ones.
- 8.18 Changes to the Use Classes Order means that approaches previously proposed in regard to ensuring sufficient numbers of shops under Use Class A1 are no longer practical. Shops, offices, restaurants and cafes are all now under Use Class E, along with many other different uses. This means that to move between these uses, planning permission is not required. This means that the market now effectively takes precedence over the planning system for the management of shopping areas and high streets.
- 8.19 From 1 August 2021, the Government have introduced changes to the General Permitted Development Order (GDPO) through the use of extended permitted development rights (PDR). These changes make it possible for uses with Class E, to

be converted into residential use (Class MA) without planning permission. To do so, a prior approval is required from the Local Authority however these are limited in their scope for dealing with possible consequences of losing retail units and other commercial premises to residential use on the high street.

- 8.20 As a result of increased competition from online retailers and increasing flexibility in respect of changes of use introduced through amendments to the General Permitted Development Order (GPDO), there is an increased risk of the reduction in numbers of retail units within all centres of different scales in the Borough. The Council will ensure the retention of as many retail units within the centres as possible, within the scope of the current GPDO. Retaining retail units will secure the centres as shopping destinations and to ensure, in the case of the local centres, that they continue to provide for the day-to-day needs of their populations and achieve high footfalls.

Sustainability Appraisal Indicators

	1. Homes	2. Health	3. Flooding	4. Soil	5. Pollution	6. Biodiversity	7. Heritage	8. Open space/ Landscape	9. Transport	10. Economy	11. Climate Change	12. Water
Short Term	+	+	0	+	0	0	+	+	+	+	+	?
Medium Term	+	+	0	+	0	0	+	+	+	++	+	?
Long Term	+	+	0	+	0	0	+	+	++	++	+	?

Monitoring Indicators

Indicator	Target	Data Source
Number of ground floor retail (E) uses lost to other use classes within the Primary Shopping Area	N/A	Annual retail surveys
Permissions granted for retail uses (E)	None	Annual retail surveys, planning applications and appeals
Permissions granted for change of use from E to other uses that would result in a net loss of retail uses in a Primary Shopping Area	None	Planning applications and appeals.

Key Evidence

- National Planning Policy Framework (NPPF) 2021
- Retail and Town Centre Study 2015
- Retail and Town Centre Study Update 2018
- Annual retail survey

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EC3: Local Centres, Shopping Parades and Isolated Retail Units

Strategy

- 1) Spelthorne has several local centres and a series of shopping parades located across the Borough. These centres and parades vary in size and are generally located in more isolated parts of the Borough and serve some of the day to day needs of their respective communities. Given the isolated nature of these retail units, ensuring their continued viability is important to support their communities.
- 2) Local Centres
 - Charlton
 - Laleham
 - Lower Sunbury
 - Upper Halliford
- 3) Shopping Parades;
 - Clare Road, Stanwell
 - Convent Road and Feltham Hill Road junction, Ashford
 - Edinburgh Drive, Staines
 - Feltham Road, Ashford
 - Green Lane, Shepperton
 - Green Street, Sunbury
 - Groveley Road, Sunbury
 - Laleham Road, Shepperton
 - Stainash Parade and The Broadway, Kingston Road, Staines
 - The Avenue, Lower Sunbury
 - Staines Road West, Ashford
 - Vicarage Road, Sunbury Common
 - Victoria Parade, Kingston Road, Staines
 - Woodlands Parade, Ashford Common
- 4) The Council will seek to protect the role that the local centres and shopping parades play in providing for local retail and other service needs of the community. Development proposals for retail (use class E) will be supported, where the scale is considered to complement the needs of the communities.
- 5) Development proposals (new and change of use) for other town centre uses will also be supported, provided they maintain;
 - (a) an active frontage
 - (b) the overall role of the centre in meeting day-to-day retail needs
 - (c) customer choice
 - (d) the vitality and viability of the centre or parade and;
 - (e) the scale and function of the centre

- 6) The Council will resist the loss of isolated retail units given the role they play in supporting communities. This will act as a 'last shop in the village' to maintain the provision of such units in these communities. The loss of a retail unit (use class E) that provides for everyday needs, will only be acceptable if evidence is provided of active and comprehensive marketing of the site for its current use for a minimum of 24 months, prior to the submission of a planning application.
- 7) Proposals for residential development on the upper floors, which will enhance the local vitality, will be considered positively, provided the proposals maintain or enhance the local character and comply with all other policy objectives.
Opportunities
- 8) On shopping parades, the Council will support opportunities to improve the relationship between the shopping area and the attractiveness of the shopping area and its connection to the wider local environment including public realm and landscaping.
- 9) The Council will support proposals to improve connectivity, particularly in encouraging the use of active and sustainable modes of travel and the infrastructure to support these such as improved pedestrian walkways and cycle lanes, as well as improved bus services. This provides the opportunity to promote the 20-minute neighbourhood principles.

Definitions

- 8.21 Local centres are smaller areas of housing with some retail use to help meet the day-to-day needs of the area. These centres are generally located in more remote locations and are less well connected to either the main town centre or the three district centres.
- 8.22 Shopping parades are rows of shops providing a variety of facilities for their local neighbourhood. These parades can be of varying sizes but generally help to contribute to meeting some or all of their local communities' everyday needs. The list provided in the policy is not exhaustive and all parades will be shown on the forthcoming policies map.
- 8.23 Active and comprehensive marketing requires demonstration of a marketing campaign for a continuous period of at least 24 months as a minimum. Marketing must be undertaken through a recognised commercial agent at a price that genuinely reflects the market value of the current or most recent use of the site. It must be demonstrated to the Council's satisfaction that marketing has been unsuccessful for all relevant floor space proposed to be lost through re-development or change of use.
- 8.24 Town centres uses are defined in the NPPF as retail development (including warehouse clubs and factory outlet centres); leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).

- 8.25 20 minute neighbourhoods are compact and connected neighbourhood, where people can meet their everyday needs within a short walk or cycle which presents multiple benefits including boosting the local economy, improving people’s health and wellbeing, increasing social connections and tackling climate change

Reasoned Justification

- 8.26 The Borough has a number of local centres which support a smaller population when compared to the town and district centres. The local centres play an important role in supporting their communities. These centres have a few shops which help to provide for local people’s basic day-to-day needs but lack the diversity of more established retailers or uses such as banking facilities, supermarkets etc. However, the role these centres play within their communities is important and maintaining the vitality of these is a key challenge. Therefore, the Council is justified in protecting these centres and encouraging the development of uses within Class E, particularly retail where appropriate.
- 8.27 In addition, the Borough also has a vast number of shopping parades dispersed across residential areas. These parades also play a key role in helping to support their communities where there is an absence of a district or local centre. Many of these parades provide homes for local businesses and are of importance to the communities which they serve. The Council will seek to maintain these parades to help them to continue to fulfil their functions and encourage the re-use of vacant units to ensure vitality within the parades.
- 8.28 Spelthorne also has a small number of isolated shops which are often on their own and provide an important service such as post office or local convenience store. As such, these units often provide for everyday needs. These units could be vulnerable to development pressures and therefore, due to the key role they play within their communities, seeking significant justification for proposals affecting these is considered necessary.

Sustainability Appraisal Indicators

	13. Homes	14. Health	15. Flooding	16. Soil	17. Pollution	18. Biodiversity	19. Heritage	20. Open space/ Landscape	21. Transport	22. Economy	23. Climate Change	24. Water
Short Term	+	+	0	0	0	0	0	0	+	+	0	?
Medium Term	+	+	0	0	0	0	0	0	+	+	0	?
Long Term	+	+	0	0	0	0	0	0	+	+	0	?

Monitoring Indicators

Indicator	Target	Data Source
Permissions granted for change of use of shops (E)	Nil	Planning applications and appeals

Key Evidence

- Annual retail survey
- Annual Monitoring Report

DRAFT

EC4: Leisure and Culture

- 1) The Council will support proposals that deliver a high quality and diverse range of leisure and visitor experiences. It is anticipated that such proposals will increase the contribution that tourism, arts and cultural heritage make to quality of life, social and cultural well-being, economic growth and the natural environment.
- 2) The Council will safeguard the viability of Staines-upon-Thames and the centres of Ashford, Shepperton and Sunbury Cross by ensuring that proposals for new leisure space located outside these centres provide an impact assessment in accordance with the NPPF. Proposals should accord with the following criteria:
 - (a) Proposals for leisure attractions, including arts and cultural facilities, accommodation and conference facilities will be determined in accordance with the sequential approach outlined in the NPPF, except where they apply to applications for small scale rural development. Where proposals exceed 2,500sq.m and are located outside the centres, as designated on the Policies Map, an impact assessment must be submitted.
 - (b) All new, enhanced or replaced leisure and cultural attractions, accommodation and conference facilities will be required to preserve and enhance the character of the local area and be of a scale and nature appropriate to the location.
- 3) The loss of existing leisure attractions, including arts, cultural and entertainment facilities and hotels will be strongly resisted unless replacement facilities are proposed in a location equally accessible to the facility's current catchment area. Alternatively, robust evidence must be provided to demonstrate that:
 - (a) The facility causes significant detriment to the amenity of the locality; or that
 - (b) The existing use is unviable and its retention has been fully explored (including active and comprehensive marketing of the facility for its existing or an alternative leisure or cultural use for a continuous period of at least 24 months prior to the submission of a planning application)

Definitions

- 8.29 Leisure uses include cinemas, restaurants, retail, bars and pubs, nightclubs, casinos, health and fitness centres, gyms and studios, indoor bowling centres, indoor sports provision and bingo halls. Cultural uses include theatres, museums, libraries, galleries and concert halls, hotels and conference facilities.
- 8.30 Active and comprehensive marketing requires demonstration of a marketing campaign for a continuous period of at least 24 months. Marketing must be undertaken through a recognised commercial agent at a price that genuinely reflects the market value of the current or most recent use of the site. It must be demonstrated to the Council's satisfaction that marketing has been unsuccessful for all relevant floor space proposed to be lost through re-development or change of use.

Reasoned justification

- 8.31 Leisure uses play a key role in maintaining the vitality and viability of the town and local centres within the Borough. Staines, as the main town centre, provides the primary leisure uses which include a mix of shops, restaurants and a cinema. There are also a range of sports facilities located across the Borough including the two Council-owned leisure centres in Staines and Sunbury, private gymnasiums and sports grounds to help to promote active lifestyles. The Borough also benefits from Kempton Park racecourse which offers regular race meetings as well as hosting many other activities such as antique markets and music events, therefore playing a key role in providing for leisure activities and encouraging visitors to the Borough. The River Thames and Shepperton Studios also play roles in attracting social and economic benefits and the Council should continue to benefit from these.
- 8.32 The Council considers that the leisure and cultural experience in the Borough has the potential to contribute to Spelthorne’s future growth. As such, the Council will continue to protect existing leisure and tourism facilities. Where appropriate, new facilities will also be supported to enhance the Borough’s attractiveness to its residents and visitors. The provision of arts and cultural facilities in particular can broaden the Borough’s offer and increase its appeal to visitors.
- 8.33 The sequential testing of proposed leisure developments will help to ensure that the vitality and viability of the main town centre and the three district centres within the Borough are protected. Only where there are no town centre or edge of centre sites available will out-of-centre locations be accepted. Applicants proposing new leisure uses outside Staines-upon-Thames and Ashford, Shepperton or Sunbury Cross will be required to submit an impact assessment. The assessment should clearly identify and explain the proposed development’s likely impact on the vitality and viability of the centre.
- 8.34 Spelthorne’s proximity to Heathrow Airport, London and several large-scale tourist attractions means that there is potential for visitors to use facilities within the Borough, particularly in respect of hotels. This also presents the opportunity to enhance this provision to improve tourism opportunities within the Borough.

Sustainability Appraisal Indicators

	1. Homes	2. Health	3. Flooding	4. Soil	5. Pollution	6. Biodiversity	7. Heritage	8. Open space/ Landscape	9. Transport	10. Economy	11. Climate Change	12. Water
Short Term	0	+	0	0	0	0	+	+	+	+	0	?
Medium Term	0	+	0	0	0	0	+	+	+	++	0	?
Long Term	0	+	0	0	0	0	+	+	++	++	0	?

Monitoring Indicators

Indicator	Target	Data Source
Net change in the floorspace for leisure uses within the Borough	Increase in the leisure provision within the Borough	Planning applications and appeals Leisure study

Key Evidence

- Spelthorne Leisure Needs Assessment
- Spelthorne Economic Strategy 2017 – 2022
- Local Economic Assessment
- Surrey Hotel Futures Report (June 2015)

DRAFT

9. Infrastructure and Delivery

- 9.1 In order to support a sustainable future for the Borough, infrastructure provision is a key element in the delivery of a Local Plan. Infrastructure includes; transport and physical infrastructure (including roads and cycle lanes), social and community facilities (including schools and youth facilities) and green infrastructure (including open and green space). The Council is required to identify the infrastructure needed to support the development proposed over the next 15 years. This is done through the Infrastructure Delivery Plan (IDP).
- 9.2 To compile an IDP the Council undertakes ongoing engagement with providers, developers and other key stakeholders to establish the impacts of new development on essential infrastructure within the Borough. The IDP outlines any potential gaps in provision and identifies what new infrastructure is required to mitigate some of the potential effects of the levels of development being proposed. This, together with the policies in the Plan, sets out how the needs of the Borough will be met over the plan period.

ID1: Infrastructure and Delivery

- 1) The Council will work with infrastructure providers, developers and other key stakeholders to support the delivery of the infrastructure necessary to enable the development set out in the Local Plan. To achieve this, the delivery of development may need to be phased to reflect the delivery of infrastructure.
- 2) The projects required to support the Local Plan strategy are identified within the Borough's Infrastructure Delivery Plan. The Infrastructure Delivery Plan will be updated to ensure infrastructure information remains up to date and is monitored effectively.
- 3) Developers will be expected to engage early with the Council and infrastructure service providers to discuss their requirements.
- 4) Developers must demonstrate they have explored existing infrastructure capacity, and how this could be future-proofed, with appropriate providers and demonstrate that they have made sufficient provision. Where appropriate, and where there is an identified shortfall across the Borough, opportunities should be taken to maximise infrastructure provision on suitable sites.
- 5) Development proposals, including those allocated in this plan which give rise to a need for infrastructure improvements, will be expected to mitigate their impact, whether individually or cumulatively, and at a rate and scale to meet the needs that arise from that development or a phase of that development. The standards of infrastructure delivery will be expected to comply with other policies set out within this Plan.
- 6) Planning permission will be granted subject to the provision of (or appropriate funding towards) the required level of infrastructure to support the development. This will be

secured by entering into an appropriate legal agreement and/or the use of Grampian conditions⁶³.

- 7) Infrastructure identified within the Infrastructure Delivery Plan or through negotiations on individual planning applications will continue to be delivered either through on-site provision or off-site contributions and secured by s106, s278 or other appropriate agreements and the Community Infrastructure Levy (CIL) or its successor as well as other identified sources of funding as set out in the Infrastructure Delivery Plan.
- 8) Development proposals which rely on the delivery of critical infrastructure projects to support the development, will only be permitted prior to completion of that project or where appropriate, a phase of that project which has been identified as necessary, where the council is content that the infrastructure or phase of that infrastructure will be in place within a reasonable timetable from the date of permission.

Social and community facilities

- 9) The Council will resist the loss or change of use of existing facilities unless it can be demonstrated that:
 - (a) the facility is no longer needed for its existing purpose or viable for any other social or community use;
 - (b) the services can be re-provided in a facility of better quality on the same site or in an alternative location that is equally accessible to the community served; and
 - (c) there is no requirement from any other public or voluntary service provider for an alternative community or social facility that could be met through a change of use or redevelopment.

Definitions

9.3 Infrastructure is a broad term and includes but is not limited to:

- Transport and physical infrastructure: local and strategic road network, cycling and pedestrian infrastructure, rail network and stations, bus services, utilities, telecommunications, flood risk minimisation, wastewater treatment.
- Social and community facilities: schools and other education facilities, health and social care facilities, libraries, museums, cultural facilities, emergency services, advice centres, clubs, public houses, societies, places of worship, sport and leisure activities, youth facilities and community centres.
- Infrastructure Delivery Plan: identifies the Borough's infrastructure requirements including social, physical and green infrastructure. The IDP sets out what is needed, where it is needed and when it is needed

⁶³ i.e., prohibiting development authorised by the planning permission or other aspects linked to the planning permission (e.g. occupation of premises) until a specified action has been taken (such as the provision of supporting infrastructure). Such conditions should not be used where there are no prospects at all of the action in question being performed within the time-limit imposed by the permission.

Reasoned Justification

- 9.4 The NPPF sets out that to deliver the social, recreational and cultural facilities and services the community needs, planning policies should plan positively for the provision and use of shared space, community facilities and local services to enhance sustainability and guard against the unnecessary loss of valued facilities.
- 9.5 The provision of suitable, adequate infrastructure is vital to the well-being of the Borough's population and economy. The Spelthorne Infrastructure Delivery Plan outlines the capacity and quality of existing infrastructure, including planned improvements. Growth within the Borough has often out-paced the provision of necessary infrastructure and there are parts of Spelthorne where existing infrastructure is at or near capacity or of poor quality and in need of improvements.
- 9.6 There may also be occasions where development proposals will require infrastructure capacity improvements before they can come forward or are reliant on critical infrastructure projects for delivery
- 9.7 In order to redress this, the infrastructure will be provided in a timely manner to support the new occupants and/or mitigate the impacts of the development. Where it is demonstrated that individually or cumulatively there is anticipated to be a significant impact on the existing community, development will be phased to ensure provision meets demand and needs.
- 9.8 Maintenance of infrastructure and expansion to meet requirements is generally the responsibility of the relevant infrastructure provider. Most providers operate to statutory requirements and have set timescales for plans.
- 9.9 The planning system allows the Council to ensure that there is adequate infrastructure in place to support new development. Developers, where required, will have to demonstrate that their proposed developments incorporate adequate wastewater capacity and surface water drainage both on and off site. Where there is an infrastructure capacity constraint, the Council will require the developer to clearly set out the appropriate improvements required to facilitate the development and how this will be delivered. The planning system has mechanisms to secure timely provision such as through the imposition of Grampian-style conditions which relate to restricting development to phases.
- 9.10 To ensure the scale of development set out in the Local Plan can be delivered, the impacts of the Plan policies and other requirements must be viability tested. As part of this, the Council require that these impacts and related costs are accounted for in the price for the land (or any agreement in place to acquire the land). In line with paragraph 58 of the NPPF, applicants will be required to justify the need for a viability assessment at the application stage and these should be made publicly available.
- 9.11 The Council have adopted the Community Infrastructure Levy (CIL) to contribute towards funding the provision, improvement, replacement, operation or maintenance of infrastructure to support the development of its area. The Council is required to produce an Infrastructure Funding Statement to outline the Council's spending priorities.

Sustainability Appraisal Indicators

	1. Homes	2. Health	3. Flooding	4. Soil	5. Pollution	6. Biodiversity	7. Heritage	8. Open space/ Landscape	9. Transport	10. Economy	11. Climate Change	12. Water
Short Term	0	+	0	0	0	0	0	+	+	+	+	+
Medium Term	+	+	+	0	0	0	0	+	+	+	+	+
Long Term	+	++	++	0	+	0	0	+	++	++	+	+

Monitoring Indicators

Indicator	Target	Data Source
Annual CIL receipts	N/A	Annual monitoring
Annual CIL spending	N/A	Annual monitoring
Discharge of S106 obligations	To collect payments and spend as required	Annual monitoring

Key Evidence

- The Community Infrastructure Levy Regulations 2010, as amended
- Infrastructure Delivery Plan (including Part 2)
- CIL Infrastructure Funding Statement
- Local Plan Viability Study

ID2: Sustainable Transport for New Developments

Development Proposals

- 1) The Council will require development proposals to incorporate opportunities to facilitate sustainable and active modes of travel. This will be achieved by:
 - (a) provision of, or contributions towards, the improvement of public and community transport;
 - (b) provision of vehicle parking standards, as set out in the Council's latest Parking SPD, and the provision of electric vehicle charging points which are set out in the latest Surrey County Council guidance;
 - (c) provision of secure, accessible and convenient on-site cycle parking as set out in the Council's latest Parking SPD;
 - (d) providing improvements to or contributions towards improving the capacity and security of cycle parking at the Borough's public transport interchanges;
 - (e) providing funding to deliver the transport projects and highways improvements required to support the spatial strategy as set out in the Infrastructure Delivery Plan (forthcoming);
 - (f) providing a transport assessment and travel plan for all major development proposals, to promote the delivery and use of sustainable transport. The Travel Plan should set out how it will facilitate the use of sustainable and active transport modes, including but not limited to; low emission car clubs, low emission employee shuttle bus schemes supporting public bus schemes or offering discounted season tickets between public transport interchanges and employment areas.
 - (g) Requiring major transport schemes to assess the impacts on health and wellbeing in order to facilitate healthy lifestyles. Where appropriate a Health Impact Assessment will be required.

Borough-wide sustainable transport

- 2) The Council will work with stakeholders, including Surrey County Council (as the highways authority), to promote and enable schemes and development proposals which facilitate sustainable and active travel. This will include:
 - (a) provision of new and accessible, safe and attractive sustainable transport networks and routes;
 - (b) provision and improvement of public and community transport;
 - (c) securing improvements to cycle parking at the Borough's transport interchanges;
 - (d) securing funding to deliver the transport projects and highways improvements required to support the spatial strategy as set out in the Infrastructure Delivery Plan.
- 3) The Council will use the Spelthorne Local Cycling and Walking Infrastructure Plan (LCWIP) and any successor documents, as a basis for identifying schemes to secure improvements for sustainable and active travel and future opportunities.

Staines-upon-Thames

- 4) Development within Staines will be subject to bespoke parking standards, as set out in the most up-to-date Parking SPD, to take account of the anticipated level of development and provision of sustainable and active travel modes.

Definitions

- 9.12 Sustainable and active travel is defined as any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra-low emission vehicles, car sharing and public transport.
- 9.13 Public Transport Interchanges are defined as rail stations and bus stations within the Borough and are shown on the Policies Map.

Reasoned Justification

- 9.14 The planning process for new developments provides the opportunity to maximise the use of sustainable and active travel modes such as walking, cycling and the increased use of public and community transport. This also provides an opportunity to ensure that people with disabilities can access all modes of transport. This is consistent with the NPPF. Due to the relatively small nature of the Borough, cycling has the potential to replace short car journeys. By providing safe and accessible routes this will encourage the increased use of cycles to facilitate this modal shift.
- 9.15 The Council will work with stakeholders and Surrey County Council as part of the forthcoming Infrastructure Delivery Plan, which will set out the key infrastructure required to support the delivery of the Local Plan, including sustainable transport and highway schemes. Growth over the Plan period will give rise to increased traffic volumes and it is therefore required that this be mitigated as far as possible. The policy sets out the measures by which the Council will seek to mitigate against the impacts and will require new developments to adopt the relevant standards to achieve this.
- 9.16 With respect to parking, the policy takes account of the NPPF in paragraph 108. The Council's standards are set out in the latest Parking Supplementary Planning Document (SPD). This allows for the setting of maximum parking standards where there is a clear and compelling justification that they are necessary for optimising the density of development in town centres that are well served by public transport. The policy does not preclude developers from bringing forward proposals for new development that is car-free.
- 9.17 All major developments require the submission of a Transport Assessment and Travel Plan. These documents set out the potential transport impacts of the proposals, how these will be addressed and how sustainable travel will be delivered in the long term. There may be occasions where smaller developments have lower impacts and therefore a Transport Statement may be necessary unless it can be demonstrated to the satisfaction of the Council that the changes are minor. Such assessments will be subject to liaison between the Council and the highway authority or authorities.

Sustainability Appraisal Indicators

	1. Homes	2. Health	3. Flooding	4. Soil	5. Pollution	6. Biodiversity	7. Heritage	8. Open space/ Landscape	9. Transport	10. Economy	11. Climate Change	12. Water
Short Term	0	+	0	0	+	0	0	0	+	+	+	0
Medium Term	0	+	0	0	+	0	0	0	++	+	+	0
Long Term	0	++	0	0	++	0	0	0	++	++	++	0

Monitoring Indicators

Indicator	Target	Data Source
Walking, cycling, bus and rail modal share for travel to work of Spelthorne residents	Increase in modal share over time	Census – every 10 years Local surveys
Peak time traffic flows on local road networks	Decrease over the plan period	Annual average daily flow

Key Evidence

- Spelthorne Borough Council Local Plan Strategic Highway Assessment Report (Surrey County Council, 2019)
- Strategic Highways Assessment Report (Surrey County Council, 2022)
- Spelthorne Local List of Information Requirements (2015)
- Vehicular and Cycle Parking Guidance (Surrey CC, 2018)

10. Allocations

Years 1-5 (2023-2027)


AS1/011 (Land at Former Bulldog Nurseries, Town Lane)

Site Information	
Site ID	AS1/011
Site name/ address	Land at former Bulldog Nurseries, Town Lane, Ashford, TW19 7BZ
Site area (ha)	0.3
Location	Greenfield land Former Green Belt
Ward	Ashford North and Stanwell South
Proposed Allocation	Residential (C3): 24 units (approx.)




<p>Site description & existing use</p>	<p>This site comprises what remains of the former Bulldog Nurseries, a site extending from London Road (A30) in the south to the southern boundary of the Fire Station to the north. The site to the north is occupied by a 2.5 storey building comprising 10 flats with frontage parking and access via Town Lane.</p> <p>The wider area is mixed in character with residential development immediately north and to the west across Town Lane. Some local commercial uses are located across London Road to the South. The site is adjacent to the Staines Reservoirs which have a number of international and national biodiversity designations (SPA, Ramsar and SSSI).</p>
<p>Site-specific requirements</p>	<p>In addition to meeting the policies in the plan, any developer of this site will be required to provide the following:</p> <ul style="list-style-type: none"> • Shared amenity space for residents. • Adequate flooding and drainage management programme to address surface water issues. • 50% Affordable Housing [subject to viability testing] • Through provision of landscaping and boundary planting provide net gains in biodiversity; This will need to be demonstrated through appropriate habitat/species surveys and implementation of management plans. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment. • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
<p>Opportunities</p>	<ul style="list-style-type: none"> • High quality designed scheme to make a positive contribution to the wider area and to aid regeneration of the area. • The proposed residential access could be configured to ensure that traffic uses do not exacerbate local highways issues. Movement of junction or widening of existing access could contribute to an improved access into the site. • Cycleway widening along the A30/London Road.
<p>Delivery Timeframe</p>	<p>2023-2027 (years 1-5)</p>

AS2/006 (Land East of Desford Way)

Site Information	
Site ID	AS2/006
Site name/ address	Land East of Desford Way, Ashford, TW15 3FF
Site area (ha)	3.33
Location	Greenfield land Former Green Belt
Ward	Ashford North and Stanwell South
Proposed Allocation	Travelling showpeople plots: 15
	
Site description & existing use	<p>The site is located on the edge of Ashford and is an undeveloped, grassed plot of land.</p> <p>The site is bounded to the west by residential development, to the east by commercial uses, to the north by the A30 and to the south by lakes. The wider character is semi-urban with more open uses to the south and north.</p>
Site-specific requirements	<ul style="list-style-type: none"> In addition to meeting the policies in the plan, any developer of this site will be required to provide the following:


	<ul style="list-style-type: none"> • Make provision for 15 serviced travelling showpeople plots. • The site is only available for the designated use of Travelling Showpeople plots and not for general residential provision (Use Class C3). In accordance with Policy H3, the loss of plots to other uses will be resisted unless it can be demonstrated that there is a surplus supply of Travelling Showpeople plots. • The retention and enhancement of boundary planting should be used as an opportunity to provide net gains in biodiversity. This will need to be demonstrated through appropriate habitat/species surveys and implementation of management plans. • Sufficient screening and boundary provision to separate the site from the lakes to the south for safety purposes and nature conservation. • Strengthening of Green Belt boundaries to ensure the surrounding Green Belt performance is not compromised and retains a strategic function. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment. • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with policy DS2 to make buildings zero carbon where possible.
Opportunities	<ul style="list-style-type: none"> • Development should contribute to the enhancement of public transport, walking and cycling infrastructure and links to local town centres and other destinations such as places of employment, services and leisure in order to minimise traffic generation and improve the connectivity.
Delivery Timeframe	2023-2027 (years 1-5)

AT1/002 (Land East of Ashford Sports Club, Woodthorpe Road)

Site Information	
Site ID	AT1/002
Site name/ address	Land East of Ashford Sports Club, Woodthorpe Road, Ashford, TW15 3JX
Site area (ha)	1.15
Location	Greenfield land Former Green Belt
Ward	Ashford Town
Proposed Allocation	Residential (C3): 108 units (approx.)
	
Site description & existing use	The site is open land within a wider sports club facility. The site is surplus to requirements and does not fulfil an open space or recreation role. The site is not publicly accessible. The land to the west is occupied by tennis courts, playing pitches, ancillary buildings and hardstanding for parking associated with the sports club. To the east are residential properties in Ashford Close and to the north is the railway line. Woodthorpe Road is

	located to the south. The wider area is largely urban in character.
Site-specific requirements	<p>In addition to meeting the policies in the plan, any developer of this site will be required to provide the following:</p> <ul style="list-style-type: none"> • The proposals will be expected to contribute to the enhancement of the adjacent sports facilities at Ashford Sports Club. • 50% Affordable Housing [subject to viability testing] • The enhancement of boundary planting should be used as an opportunity to provide net gains in biodiversity. This will need to be demonstrated through appropriate habitat/species surveys and implementation of management plans. • Strengthening of the adjacent Green Belt boundaries to retain its performance and strategic role. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment. • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • The site should be laid out to ensure that it does not impact upon the Esso Southampton to London Pipeline infrastructure on site. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
Opportunities	<ul style="list-style-type: none"> • Development should contribute to the enhancement of public transport, walking and cycling infrastructure and links to local town centres and other destinations such as places of employment, services and leisure in order to minimise traffic generation and improve the connectivity. • The site should accommodate a scheme of high-quality design that makes a positive contribution to the wider environment and character.
Delivery Timeframe	Following the completion of the Esso Southampton to London Pipeline works (end of 2023 Q1) 2023-2027 (years 1-5)

AT1/012 (Ashford Community Centre, Woodthorpe Road)

Site Information	
Site ID	AT1/012
Site name/ address	Ashford Community Centre, Woodthorpe Road, Ashford, TW15 3LF
Site area (ha)	0.47
Location	Previously developed land Former Green Belt
Ward	Ashford Town
Proposed Allocation	Local Community F2(b): 300sqm Community Centre (approx.) Residential (C3): 32 units
	
Site description & existing use	The site is bounded by the A308 Staines By-Pass to the south and the River Ash to the north and is accessed from Woodthorpe Road. Woodthorpe Road is predominantly a


	residential area. Ashford Community Centre is located on the site. The site provides a community centre of 635 sqm, and 43 marked car parking spaces. The community centre was built in the 1950s and is at the end of its life. Most of the site is covered in hardstanding.
Site-specific requirements	<p>In addition to meeting the policies in the plan, any developer of this site will be required to provide the following:</p> <ul style="list-style-type: none"> • Retention of the community centre use on site, to an equivalent or higher quality standard. • 100% affordable housing (Council-owned) provision. • The enhancement of boundary planting should be used as an opportunity to provide net gains in biodiversity. This will need to be demonstrated through appropriate habitat/species surveys and implementation of management plans. • Strengthening of the adjacent Green Belt boundaries to retain its performance and strategic role. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment. • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
Opportunities	<ul style="list-style-type: none"> • Development should contribute to the enhancement of public transport, walking and cycling infrastructure and links to local town centres and other destinations such as places of employment, services and leisure in order to minimise traffic generation and improve the connectivity. • The site should accommodate a scheme of high-quality design that makes a positive contribution to the wider environment and character.
Delivery Timeframe	2023-2027 (years 1-5)

AT3/007 (Ashford multi-storey car park, Church Road)

Site Information	
Site ID	AT3/007
Site name/ address	Ashford multi-storey car park, Church Road, Ashford, TW15 2TY
Site area (ha)	0.2
Location	Urban area Previously developed land
Ward	Ashford Town
Proposed Allocation	Residential (C3): 55 units (approx.) Retail/community: 400 sqm (approx.)
	
Site description & existing use	The site is currently occupied by a multi-storey car park fronting onto the Church Road. The site is located between a row of shops, backing onto residential properties to the rear along Clarendon Road. Opposite the site is the Brooklands Development, formerly a college.
Site-specific requirements	In addition to meeting the policies in the plan, any developer of this site will be required to provide the following:


	<ul style="list-style-type: none"> • A mixed-use development comprising residential development and ground floor retail/community uses to provide an active frontage. • A well-designed scheme that has a positive relationship with nearby town centre uses and existing residential properties nearby. • Sufficient parking re-provision to meet needs on site or in an appropriate nearby location. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment. • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
Opportunities	<ul style="list-style-type: none"> • This rectangular plot lends itself to a well-designed scheme that makes a positive contribution to the wider street scene. • Improvements for pedestrian access and public realm, linking the site to nearby services with active and sustainably travel options.
Delivery Timeframe	2023-2027 (years 1-5)

AT3/016 (23-31 (not 11-19) Woodthorpe Road)

Site Information	
Site ID	AT3/016
Site name/ address	23-31 (not 11-19) Woodthorpe Road, Ashford, TW15 2RP
Site area (ha)	0.24
Location	Urban area Previously developed land
Ward	Ashford Town
Proposed Allocation	Residential (C3): 120 units (approx.) Ground floor office/retail (Class E): 1300 sqm (approx.)
	
Site description & existing use	The site is an L shaped plot of land to the west of Station Approach with Woodthorpe Road to the south. The site comprises two parcels of land, made up of office, retail and residential buildings. The wider area is urban in character with commercial and residential uses present.
Site-specific requirements	In addition to meeting the policies in the plan, any developer of this site will be required to provide the following:

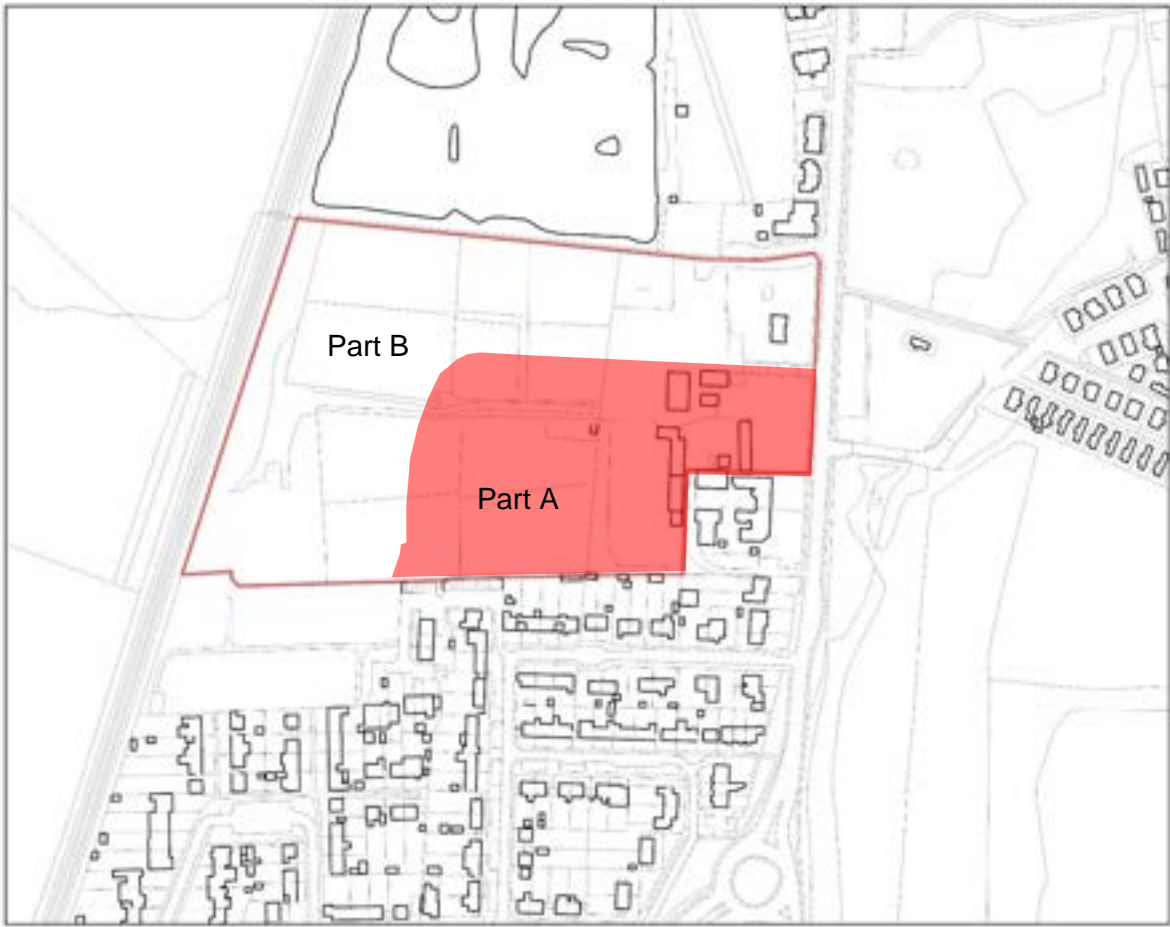
	<ul style="list-style-type: none"> • A mixed-use development comprising residential development and ground floor retail/office use to provide an active commercial frontage. • A well-designed scheme that has a positive relationship with nearby town centre uses and residential properties. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment. • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
Opportunities	<ul style="list-style-type: none"> • This L-shaped plot lends itself to a well-designed scheme that makes a positive contribution to the wider street scene. • Improvements for pedestrian access and public realm, linking the site to nearby services with active and sustainably travel options.
Delivery Timeframe	2023-2027 (years 1-5)

HS1/002 (Land at Croysdale Avenue/ Hazelwood Drive)

Site Information	
Site ID	HS1/002
Site name/ address	Land at Croysdale Avenue/ Hazelwood Drive, Sunbury, TW16 6QN
Site area (ha)	1.68
Location	Greenfield land Former Green Belt
Ward	Halliford and Sunbury West
Proposed Allocation	Residential (C3): 67 units (approx.)
	
Site description & existing use	The site is currently vacant green area characterised by trees and bushes. Along Croysdale Avenue/Hazelwood Drive to the north there is a maintained green verge with dispersed trees. To north and to the east are suburban residential areas. To the west is the London Irish Training grounds with its facility building and surface car park immediately adjacent to the site boundary.

	<p>A public footpath and public right of way (School Walk) run to the south of the site with Sunbury cemetery beyond. An access lane runs from Croysdale Avenue alongside the west boundary through the site and joins the public footpath to the south.</p>
Site-specific requirements	<p>In addition to meeting the policies in the plan, any developer of this site will be required to provide the following:</p> <ul style="list-style-type: none"> • A mixed development of dwellinghouses and apartments. • Provide vehicle access to all new build dwellings from Hazelwood Drive. • Improved pedestrian access through the site and to School House and the Scout building, including maintenance of public Rights of Way. • Carry out appropriate engagement with nearby uses, to take account of the additional needs of residents in these buildings to understand the proposals. • 50% Affordable Housing [subject to viability testing] • Preservation of the tree belt along the site’s northern boundary. • The enhancement of boundary planting should be used as an opportunity to provide net gains in biodiversity. This will need to be demonstrated through appropriate habitat/species surveys and implementation of management plans. • Strengthening of the adjacent Green Belt boundaries to retain its performance and strategic role adjacent to the site. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment. • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
Opportunities	<ul style="list-style-type: none"> • Development should contribute to the enhancement of public transport, walking and cycling infrastructure and links to local town centres and other destinations such as places of employment, services and leisure in order to minimise traffic generation and improve the connectivity. • The site should accommodate a scheme of high-quality design that makes a positive contribution to the wider environment and character.
Delivery Timeframe	2023-2027 (years 1-5)

HS1/009 (Bugle Nurseries, Upper Halliford Road)

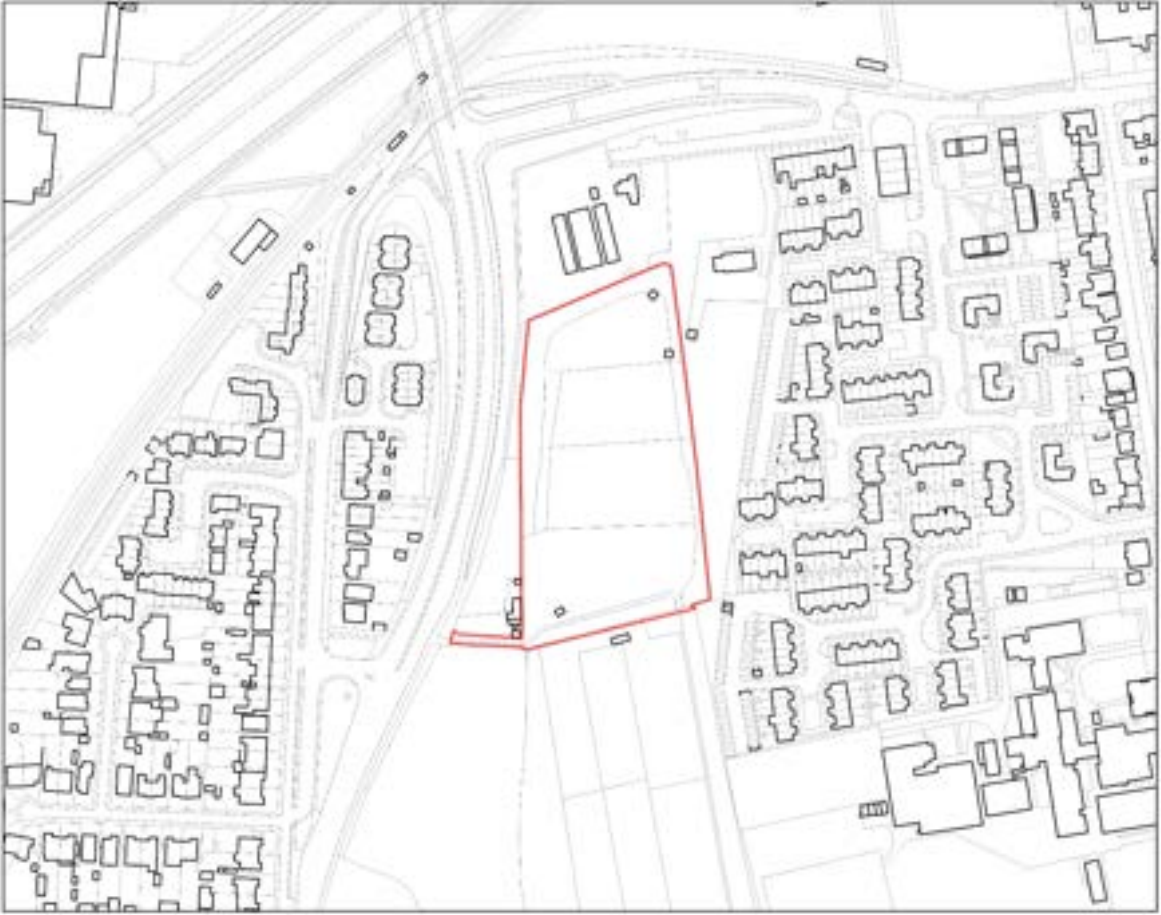
Site Information	
Site ID	HS1/009
Site name/ address	Bugle Nurseries, 171 Upper Halliford Road, Shepperton, TW17 8SN
Site area (ha)	4.83 2.28 (developable area for residential use)
Location	Part previously developed land/part greenfield. Former Green Belt (Part A) Retain in Green Belt (Part B)
Ward	Halliford and Sunbury West
Proposed Allocation	Residential (C3): 79 units (approx.)
	
Site description & existing use	The site is located to the west of Upper Halliford Road and comprises open fields with paddocks, old nursery structures and other buildings and hardstanding in commercial use, including parking and access. The site is part of the wider Bugle Nurseries site which extends to include a residential bungalow to the north and additional open fields to the west.

	<p>Part A is 2.28ha and has been identified for housing development and release from the Green Belt. Part B is 2.55ha and is identified for open space and is to be retained in the Green Belt to maintain the northern boundary. Immediately to the south east of the site are residential properties positioned at right angles within Halliford Close, whose rear gardens adjoin the application site. Further to the west, the garages of properties at Bramble Close and allotments adjoin the application site to the south. Directly to the north of the site is a public footpath and the site of the former Bugle Public House which has been rebuilt as apartments. Further to the north are other dwellings fronting Upper Halliford Road, with open grass land behind and a large fishing lake to the north west of the site. A Tree Preservation Order is on a tree in the north-eastern corner of the wider Bugle Nurseries site however this is outside the allocation boundary.</p>
<p>Site-specific requirements</p>	<p>In addition to meeting the policies in the plan, any developer of this site will be required to provide the following:</p> <ul style="list-style-type: none"> • A mixed development of dwellinghouses and apartments on Part A. • Provision of a publicly accessible open space on the remainder of the site (Part B). • The creation and maintenance of a buffer along the northern boundary of the site to retain and enhance the Green Belt function. The buffer should be no less than 50 meters and remain open and free of development. This should be continuous with the public open space to the rear of the site. • Provision of a pedestrian crossing adjacent to the site on Upper Halliford Road. • 50% Affordable Housing [subject to viability testing]. • The enhancement of boundary planting should be used as an opportunity to provide net gains in biodiversity. This will need to be demonstrated through appropriate habitat/species surveys and implementation of management plans. • Strengthening of the adjacent Green Belt boundaries to retain its performance and strategic role adjacent to the site. • Remediation of the existing waste transfer use on site. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment. • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.

Opportunities	<ul style="list-style-type: none">• Development should contribute to the enhancement of public transport, walking and cycling infrastructure and links to local town centres and other destinations such as places of employment, services and leisure in order to minimise traffic generation and improve the connectivity.• The site should accommodate a scheme of high-quality design that makes a positive contribution to the wider environment and character.
Delivery Timeframe	2023-2037 (years 1-5)


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HS1/012 (Land East of Upper Halliford, Nursery Road)

Site Information	
Site ID	HS1/012
Site name/ address	Land East of Upper Halliford, Nursery Road, Upper Halliford, TW16 6JW
Site area (ha)	1.61
Location	Greenfield land Former Green Belt
Ward	Halliford and Sunbury West
Proposed Allocation	Residential (C3): 60 units (approx.) Open space provision
	
Site description & existing use	The site is rectangular in shape and is currently occupied by an open field used for equestrian grazing, with several structures on site associated with this use. The site is located to the west of Upper Halliford Road, northeast of The Bishop Wand Secondary School and is bound by trees and hedging.

	The land adjoins residential to the east, a vacant area to the immediate south and housing further south and west. Upper Halliford Park is located further south west.
Site-specific requirements	<p>In addition to meeting the policies in the plan, any developer of this site will be required to provide the following:</p> <ul style="list-style-type: none"> • The provision of a new vehicular and pedestrian access road through the site from Upper Halliford Road to the Bishop Wand School. • Provide high-quality, well-designed, safe access/egress into and out of the site for pedestrians, cyclists and vehicles, including suitable junction improvements. • Surrey County Council as the education provider support additional sixth form development, subject to the supply of specific types of provision. This is to be agreed with the Council as part of the application process. • 50% Affordable Housing [subject to viability testing] • The enhancement of boundary planting should be used as an opportunity to provide net gains in biodiversity. This will need to be demonstrated through appropriate habitat/species surveys and implementation of management plans. • Maximise retention and safeguarding of existing trees and hedgerows. • Strengthening of the adjacent Green Belt boundaries to retain its performance and strategic role adjacent to the site. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment. • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
Opportunities	<ul style="list-style-type: none"> • Development should contribute to the enhancement of public transport, walking and cycling infrastructure and links to local town centres and other destinations such as places of employment, services and leisure in order to minimise traffic generation and improve the connectivity. Appropriate linkages with the Spelthorne Local Cycling and Walking Infrastructure Plan. • The site should accommodate a scheme of high-quality design that makes a positive contribution to the wider environment and character.
Delivery Timeframe	2023-2037 (years 1-5)

HS2/004 (Land south of Nursery Road)

Site Information	
Site ID	HS2/004
Site name/ address	Land south of Nursery Road, Sunbury on Thames, TW18 6LX
Site area (ha)	0.66
Location	Greenfield land Former Green Belt
Ward	Halliford and Sunbury West
Proposed Allocation	Residential (Use Class C3): 41 units (approx.)
	
Site description & existing use	<p>The site is located to the south of Nursery Road and east of the A244 (Upper Halliford Road). The site is rectangular in shape which slopes away from Nursery Road towards the south east corner of the site. It is currently vacant, although old structures associated with previous nursery use is located on site. A bungalow is enclosed within the centre of the site but outside its boundaries. The nearby A244 lifts above the railway line, with the site at a lower level. Vegetation lines the road and site which limits views between the two.</p>

<p>Site-specific requirements</p>	<p>In addition to meeting the policies in the plan, any developer of this site will be required to provide the following:</p> <ul style="list-style-type: none"> • Improved pedestrian linkages to nearby community facilities and existing active travel routes, including the widening of the footway adjacent to the site. • 50% Affordable Housing [subject to viability testing] • The enhancement of boundary planting should be used as an opportunity to provide net gains in biodiversity. This will need to be demonstrated through appropriate habitat/species surveys and implementation of management plans. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment. • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with policy DS2
<p>Opportunities</p>	<ul style="list-style-type: none"> • Development should contribute to the enhancement of public transport, walking and cycling infrastructure and links to local town centres and other destinations such as places of employment, services and leisure in order to minimise traffic generation and improve the connectivity. Appropriate linkages with the Spelthorne Local Cycling and Walking Infrastructure Plan. • The site should accommodate a scheme of high-quality design that makes a positive contribution to the wider environment and character.
<p>Delivery Timeframe</p>	<p>2023-2027 (years 1-5)</p>

LS1/024 (Land at Staines Road West and Cedar Way)


Site Information	
Site ID	LS1/024
Site name/ address	Land at Staines Road West and Cedar Way, Sunbury, TW16 7BL
Site area (ha)	1.63
Location	Greenfield Land Former Green Belt
Ward	Laleham and Shepperton Green
Proposed Allocation	Residential (C3): 77 units (approx.)



Site description & existing use	The site is located on the south side of Staines Road West and to the west of Cedar Way. Spelthorne Sports club is located immediately west of the site. The Staines Reservoirs Aqueduct runs immediately south of the site with the Thames Water treatment works further south. The site is currently free from development and is occupied by paddocks and grazing land.
Site-specific requirements	In addition to meeting the policies in the plan, any developer of this site will be required to provide the following: <ul style="list-style-type: none"> • A mix of dwellinghouses and apartments.

	<ul style="list-style-type: none"> • Suitable junction improvements to enable safe access/egress into and out of the site. • 50% Affordable Housing [subject to viability testing] • The enhancement of boundary planting should be used as an opportunity to provide net gains in biodiversity. This will need to be demonstrated through appropriate habitat/species surveys and implementation of management plans. • Strengthening of the adjacent Green Belt boundaries to retain its performance and strategic role adjacent to the site. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment. • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
Opportunities	<ul style="list-style-type: none"> • Development should contribute to the enhancement of public transport, walking and cycling infrastructure and links to local town centres and other destinations such as places of employment, services and leisure in order to minimise traffic generation and improve the connectivity. Appropriate linkages with the Spelthorne Local Cycling and Walking Infrastructure Plan. • The site should accommodate a scheme of high-quality design that makes a positive contribution to the wider environment and character.
Delivery Timeframe	2023-2027 (years 1-5)


SE1/005 (Benwell House, Green Street)

Site Information	
Site ID	SE1/005
Site name/ address	Benwell House, Green Street, Sunbury, TW16 6QF
Site area (ha)	0.7
Location	Urban area Previously developed land
Ward	Sunbury East
Proposed Allocation	Residential (C3): 39 Units (approx.)
	
Site description & existing use	The site is currently occupied by a converted office to residential building, previously occupied by the Benwell House offices. The surrounding area contains a mix of residential and commercial uses. A large number of semi-detached properties are present to the east, with flats to the north and south and some commercial units to the west. The proposed development site excludes the converted office building and includes the undeveloped grounds.
Site-specific requirements	In addition to meeting the policies in the plan, any developer of this site will be required to provide the following:

	<ul style="list-style-type: none"> • Maximise retention and safeguarding of existing mature trees, including those which are subject to a Tree Preservation Order, incorporating those features in a coherent landscaping strategy for the site. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment; • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
Opportunities	<ul style="list-style-type: none"> • This plot lends itself to a well-designed scheme that makes a positive contribution to the wider street scene. • Improvements for pedestrian access and public realm, linking the site to nearby services with active and sustainably travel options.
Delivery Timeframe	2023-2027 (years 1-5)


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SE1/024 (Annandale House, Hanworth Road)

Site Information	
Site ID	SE1/024
Site name/ address	Annandale House, 1 Hanworth Road, Sunbury, TW16 5DJ
Site area (ha)	0.97
Location	Urban area Previously developed land
Ward	Sunbury East
Proposed Allocation	Residential (C3): 295 units (approx.) Ground floor retail (Class E): 450 sqm (approx.)
	
Site description & existing use	The site is located on the south side of Hanworth Road and is occupied by a two-storey office building and associated parking area. To the north of the site is the M3 motorway with Sunbury Cross roundabout to the west. To the east of the site is a hotel and three apartment buildings with commercial uses further east. The A308 runs to the south with the Shepperton rail line beyond. The site is located within the current Hanworth Road employment area.


<p>Site-specific requirements</p>	<p>In addition to meeting the policies in the plan, any developer of this site will be required to provide the following:</p> <ul style="list-style-type: none"> • A mixed-use development comprising residential development and ground floor retail/Class E use to provide an active commercial frontage. • A well-designed scheme that has a positive relationship with nearby town centre uses. • Carry out an Air Quality Assessment and identify suitable mitigation to overcome any impacts. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment; • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
<p>Opportunities</p>	<ul style="list-style-type: none"> • This plot in a prominent location at Sunbury Cross Roundabout lends itself to a well-designed scheme that makes a positive contribution to the wider street scene. • Improvements for pedestrian access and public realm, linking the site to nearby services with active and sustainably travel options. Linkages with the Spelthorne Local Cycling and Walking Infrastructure Plan.
<p>Delivery Timeframe</p>	<p>2023-2027 (years 1-5)</p>

SN1/006 (Land to west of Long Lane and south of Blackburn Trading Estate)

Site Information	
Site ID	SN1/006
Site name/ address	Land to west of Long Lane and south of Blackburn Trading Estate, Stanwell, TW19 7AN
Site area (ha)	4.83
Location	Greenfield land Former Green Belt
Ward	Stanwell North
Proposed Allocation	Residential (C3): 200 units Open space provision
	
Site description & existing use	The site is currently undeveloped vacant land and is bounded by Blackburn Trading Estate to the north; hardstanding associated with van hire and storage area is located to the east; and recreation/school fields to the west and south beyond a mature belt of landscaping. The site is accessed via Long Lane. The wider area is largely urban in character, with mixed industrial, and warehousing to the north and east and residential


	development west and further south. Heathrow Airport is situated further north of the site past Blackburn Trading Estate.
Site-specific requirements	<p>In addition to meeting the policies in the plan, any developer of this site will be required to provide the following:</p> <ul style="list-style-type: none"> • A mix of dwellinghouses and flats • Suitable junction improvements to enable safe access/egress into and out of the site. • 50% Affordable Housing [subject to viability testing] • The enhancement of boundary planting should be used as an opportunity to provide net gains in biodiversity. This will need to be demonstrated through appropriate habitat/species surveys and implementation of management plans. • Strengthening of the adjacent Green Belt boundaries to retain its performance and strategic role adjacent to the site. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment. • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
Opportunities	<ul style="list-style-type: none"> • Development should contribute to the enhancement of public transport, walking and cycling infrastructure and links to local town centres and other destinations such as places of employment, services and leisure in order to minimise traffic generation and improve the connectivity. • The site should accommodate a scheme of high-quality design that makes a positive contribution to the wider environment and character.
Delivery Timeframe	2023-2027 (years 1-5)

ST1/037 (Thameside House, South Street)

Site Information	
Site ID	ST1/037
Site name/ address	Thameside House, South Street, Staines, TW18 4PR
Site area (ha)	1.26
Location	Urban area Previously developed land
Ward	Staines
Proposed Allocation	Residential (C3): 140 units (approx.) Flexible Commercial (Class E): 3,200 sqm (approx.)
	
Site description & existing use	The site is occupied by Thameside House, located on the corner of South Street (A308) and Thames Street (B376) and extends along South Street to incorporate the underused surface carparking areas to the north of Thameside House. The site is located on the edge of the Town Centre and approximately 0.6km southwest of Staines Rail Station.
Site-specific requirements	In addition to meeting the policies in the plan, any developer of this site will be required to provide the following:


	<ul style="list-style-type: none"> • A mixed-use development comprising residential development and flexible commercial uses. • A well-designed scheme that has a positive relationship with nearby town centre uses. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment. • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
Opportunities	<ul style="list-style-type: none"> • This plot at the edge of the town centre lends itself to a high-quality scheme that makes a positive contribution to the wider street scene. • Improvements for pedestrian access and public realm, linking the site to nearby services with active and sustainably travel options.
Delivery Timeframe	2023-2027 (years 1-5)

ST1/043 (Land East of 355 London Road)

Site Information	
Site ID	ST1/043
Site name/ address	Land East of 355 London Road, Staines
Site area (ha)	0.27
Location	Greenfield land Former Green Belt
Ward	Staines
Proposed Allocation	Gypsy and Traveller pitches: 3
	
Site description & existing use	The site is publicly owned, undeveloped open greenfield land. It is located to the north of London Road (A30). The site is located within the Green Belt and the Colne Valley Park. In addition, the southern boundary of the land is identified as an area of High Archaeological Importance. The site is undeveloped open greenfield land. To the east is a further area of open land, with a commercial premises to the west. Opposite is Hengrove Farm minerals site with housing to the southeast across the A30.
Site-specific requirements	In addition to meeting the policies in the plan, any developer of this site will be required to provide the following:

	<ul style="list-style-type: none"> • Make provision for 3 serviced gypsy and traveller pitches. • The site is only available for the designated use of Gypsy and Traveller pitches and not for general residential provision (Use Class C3). In accordance with Policy H3, the loss of pitches to other uses will be resisted unless it can be demonstrated that there is a surplus supply of traveller pitches. • The retention and enhancement of boundary planting should be used as an opportunity to provide net gains in biodiversity. This will need to be demonstrated through appropriate habitat/species surveys and implementation of management plans. • Strengthening of Green Belt boundaries to ensure the surrounding Green Belt performance is not compromised and retains a strategic function. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment. • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
Opportunities	<ul style="list-style-type: none"> • Development should contribute to the enhancement of public transport, walking and cycling infrastructure and links to local town centres and other destinations such as places of employment, services and leisure in order to minimise traffic generation and improve the connectivity.
Delivery Timeframe	2023-2027 (years 1-5)

ST3/004 (Oast House, Kingston Road)

Site Information	
Site ID	ST3/004
Site name/ address	34-36 Kingston Road (Oast House) & Car Park, Staines, TW18 4LN
Site area (ha)	0.92
Location	Urban area Previously developed land
Ward	Staines
Proposed Allocation	Residential (C3): 180 units (approx.) Community/Healthcare use: 4500 sqm
	
Site description & existing use	The site is currently occupied by a mix of uses including Surrey County Council buildings, a Spelthorne Borough Council operated carpark and private buildings. The Surrey County Council buildings (adult learning centre at 34-36 and 36B) are vacant with part listed. A footpath runs to the south of the site with Staines Police Station to the west. Several semi-detached residential properties and garages are located to the northeast along Kingston Road. The Staines rail line is located to the south with Staines station further to the southeast.

	The site can be accessed on foot via Station Path to the south or from Kingston Road to the north. The surrounding character is mixed commercial and residential.
Site-specific requirements	<p>In addition to meeting the policies in the plan, any developer of this site will be required to provide the following:</p> <ul style="list-style-type: none"> • A mixed-use development comprising residential development and health/community uses. • A well-designed scheme that has a positive relationship with nearby town centre uses and nearby residential properties • Conserve and, where possible, enhance heritage assets and their setting, most notably the Grade II listed Oast House on site. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment. • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
Opportunities	<ul style="list-style-type: none"> • This plot at the edge of the town centre lends itself to a high-quality scheme that makes a positive contribution to the wider street scene. • Improvements for pedestrian access and public realm, linking the site to nearby services with active and sustainably travel options.
Delivery Timeframe	2023-2027 (years 1-5)

ST4/002 (Bridge Street Car Park, Hanover House & Sea Cadet Building, Bridge Street, Staines)

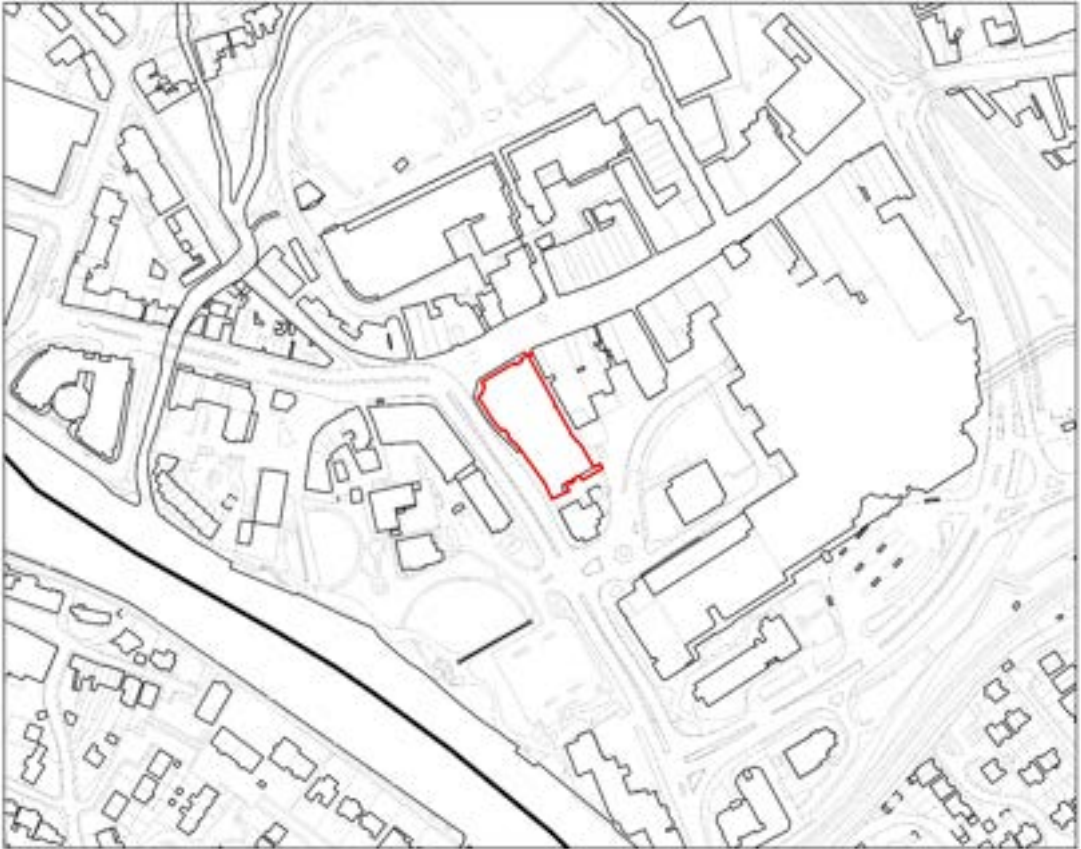
Site Information	
Site ID	ST4/002
Site name/ address	Bridge Street Car Park, Hanover House & Sea Cadet Building, Bridge Street, Staines
Site area (ha)	0.93
Location	Urban area Previously developed land
Ward	Staines
Proposed Allocation	Residential (C3): 158 units (approx.) Hotel (C1): 300 bed (approx.)



Site description & existing use	The site lies within the urban area. It is occupied by Bridge Street Car Park and the former Staines and Egham Group Sea Cadets building which originates from the 1980s. It comprises two levels of parking, of which the first-floor deck is broadly level with the adjacent Staines Bridge approach Road. The Cadets building is two storeys, located to the west of the car park and faces the River Thames. Hanover House is an office building located further west. It is two storeys in height with a traditional
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	<p>pitched roof design, with an area of hardstanding for parking to the rear.</p> <p>To the west residential properties are present along Island Close. To the north are Bridge Close and the 3 storey Strata office building which was built in the 1980s and has recently been refurbished with a modern appearance. To the south is the River Thames and to the southeast is Staines Bridge, which is a Grade II listed building erected in 1832. Further east across Staines Bridge is Thames Edge Court which is a part 4-5 storey building that comprises a mixture of commercial units at ground levels and flats above. The site lies at the edge of Staines upon Thames Town Centre and is characterised by a mixture of residential and commercial properties. There are several trees within the site and none of them are subject to a Tree Preservation Order.</p>
<p>Site-specific requirements</p>	<p>In addition to meeting the policies in the plan, any developer of this site will be required to provide the following:</p> <ul style="list-style-type: none"> • A mixed use residential and hotel scheme. • A well-designed scheme that has a positive relationship with nearby town centre uses and the River Thames. • Incorporate flood risk mitigation measures to alleviate the risk of fluvial and surface water flooding, in accordance with Policy E2. • Conserve and, where possible, enhance Staines Conservation Area and the setting of nearby listed buildings. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment. • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
<p>Opportunities</p>	<ul style="list-style-type: none"> • This plot at the edge of the town centre lends itself to a high-quality scheme that makes a positive contribution to the wider street scene. • Improvements for pedestrian access and public realm, linking the site to nearby services with active and sustainably travel options.
<p>Delivery Timeframe</p>	<p>2023-2027 (years 1-5)</p>

ST4/019 (Former Debenhams Site, High Street)

Site Information	
Site ID	ST4/019
Site name/ address	35-45 High Street, Staines (Former Debenhams Site), TW18 4QU
Site area (ha)	0.24
Location	Urban area Previously developed land
Ward	Staines
Proposed Allocation	Residential (C3): 150 units (approx.) Commercial (Class E): 500 sqm (approx.)
	
Site description & existing use	The site is located to the south of the High Street and is on the corner where the road meets the A308/Thames Street. The site is located to the northwest of Elmsleigh Shopping Centre. The surrounding area is predominantly commercial as the site is located within the Borough's primary shopping area. The site is currently occupied by a four-storey department store, now vacant. The site is locally listed.
Site-specific requirements	In addition to meeting the policies in the plan, any developer of this site will be required to provide the following:


	<ul style="list-style-type: none"> • A mixed residential and commercial development that provides an active frontage along the High Street. • A well-designed scheme that has a positive relationship with the surrounding town centre uses. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment. • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
Opportunities	<ul style="list-style-type: none"> • This plot within the town centre lends itself to a high-quality scheme that makes a positive contribution to the wider street scene. • Provide positive benefits in terms of landscape and townscape character and local distinctiveness. • Improvements for pedestrian access and public realm, linking the site to nearby services with active and sustainably travel options.
Delivery Timeframe	2023-2027 (years 1-5)

ST4/025 (Coppermill Road)

Site Information	
Site ID	ST4/025
Site name/ address	Coppermill Road, Wraysbury, TW19 5NU
Site area (ha)	0.92
Location	Greenfield land Former Green Belt
Ward	Staines
Proposed Allocation	Residential (C3): 15 units (approx.)
	
Site description & existing use	<p>The site is undeveloped greenfield land. It is located on the edge of Spelthorne and adjacent to linear residential development along Coppermill Road to the south. The nearby residential dwellings are within the Royal Borough of Windsor and Maidenhead and are designated Green Belt.</p> <p>The site is bounded by the Wraysbury Reservoir to the east, residential to the south and west and Woodland to the north.</p>
Site-specific requirements	In addition to meeting the policies in the plan, any developer of this site will be required to provide the following:

	<ul style="list-style-type: none"> • Provision of 15 residential dwellinghouses (approx.) • Improved pedestrian linkages to nearby community facilities and existing active travel routes, including the provision of crossing facilities along Coppermill Road. • Liaise with the relevant service providers, including Royal Borough of Windsor and Maidenhead, to ensure that appropriate waste management is incorporated into proposals. • The enhancement of boundary planting should be used as an opportunity to provide net gains in biodiversity. This will need to be demonstrated through appropriate habitat/species surveys and implementation of management plans. • Strengthening of the adjacent Green Belt boundaries to retain its performance and strategic role beyond the site. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment. • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
Opportunities	<ul style="list-style-type: none"> • Development should contribute to the enhancement of public transport, walking and cycling infrastructure and links to local town centres and other destinations such as places of employment, services and leisure in order to minimise traffic generation and improve the connectivity. Appropriate linkages with the Spelthorne Local Cycling and Walking Infrastructure Plan. • The site should accommodate a scheme of high-quality design that makes a positive contribution to the wider environment and character.
Delivery Timeframe	2023-2027 (years 1-5)


ST4/026 (Communications House, South Street, Staines)

Site Information	
Site ID	ST4/026
Site name/ address	Communications House, South Street, Staines, TW18 4QE
Site area (ha)	0.25
Location	Urban area Previously developed land
Ward	Staines
Proposed Allocation	Residential (C3): 120 units (approx.)
	
Site description & existing use	<p>Communications House lies on the junction of South Street and Thames Street, with access from South Street. The building is currently in office use and is part six and part five storeys. The site backs onto Friends Walk / the Elmsleigh Centre and is adjacent to Staines Bus Station.</p> <p>To the west is the Thames Lodge hotel and to the south is Thameside House and the railway line with residential development beyond this. To the north of the site lies Staines town centre.</p>
Site-specific requirements	In addition to meeting the policies in the plan, any developer of this site will be required to provide the following:

	<ul style="list-style-type: none"> • A well-designed scheme that has a positive relationship with nearby town centre uses. • Incorporate flood risk mitigation measures to alleviate the risk of fluvial and surface water flooding, in accordance with Policy E2. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment; • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
Opportunities	<ul style="list-style-type: none"> • This plot within the town centre lends itself to a high quality scheme that makes a positive contribution to the wider street scene. • Improvements for pedestrian access and public realm, linking the site to nearby services with active and sustainably travel options.
Delivery Timeframe	2023-2027 (years 1-5)

DRAFT

ST4/028 (William Hill / Vodafone/ Monsoon, High Street)

Site Information	
Site ID	ST4/028
Site name/ address	William Hill / Vodafone/ Monsoon, 91-93 High Street, Staines TW18 4PQ
Site area (ha)	0.11
Location	Urban area Previously developed land
Ward	Staines
Proposed Allocation	Residential (C3): 14 units (approx.) Commercial (Class E): 400 sqm (approx.) (retain existing)
	
Site description & existing use	The site is located on the High Street and is surrounded by a large variety of retail shops varying in height and in architecture. There are a series of larger scale developments that are planned for the local area particularly to the West and the South. The existing building at 91-93 High St is a Victorian/Edwardian Gothic style building that currently houses retail use. It rises to a maximum of three storeys. It is an attractive building which contributes positively to the streetscape of the High Street and is locally listed.

	The remainder of the site is occupied by a part of the Elmsleigh Shopping Centre, being two bays of the High St frontage to the east of the Shopping Centre frontage.
Site-specific requirements	<p>In addition to meeting the policies in the plan, any developer of this site will be required to provide the following:</p> <ul style="list-style-type: none"> • A mixed residential and commercial development that provides an active frontage along the High Street. Retention of the existing retail use. • A well-designed scheme that has a positive relationship with the surrounding town centre uses. Sensitive design that retains and enhances the locally listed features on site. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment. • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
Opportunities	<ul style="list-style-type: none"> • This plot within the town centre lends itself to a high-quality scheme that makes a positive contribution to the wider street scene. • Provide positive benefits in terms of landscape and townscape character and local distinctiveness. • Improvements for pedestrian access and public realm, linking the site to nearby services with active and sustainably travel options.
Delivery Timeframe	2023-2027 (years 1-5)

Years 6-10 (2028-2032)**AE3/006 (158-166 Feltham Road)**


Site Information	
Site ID	AE3/006
Site name/ address	158-166 Feltham Road, Ashford, TW15 1YQ
Site area (ha)	1.31
Location	Urban area Previously developed land
Ward	Ashford East
Proposed Allocation	Housing (C3): 75 units (approx.)



Site description & existing use	The site is a long narrow site currently in use as warehousing. The site comprises 17 single storey brick business units known as Ashford Business Complex. There are quite substantial buildings on the site at present and it is bounded on three sides by residential properties. Access is through a primarily residential area. Feltham Road runs to the north of the site.
Site-specific requirements	In addition to meeting the policies in the plan, any developer of this site will be required to provide the following:


	<ul style="list-style-type: none"> • A mix of houses and flats would contribute to the need for different types of housing in the Borough. • Through provision of landscaping and boundary planting provide net gains in biodiversity; This will need to be demonstrated through appropriate habitat/species surveys and implementation of management plans. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment; • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with policy DS2.
Opportunities	<ul style="list-style-type: none"> • This rectangular plot lends itself to a well-designed scheme that makes a positive contribution to the wider street scene. • Improvements for pedestrian access and public realm, linking the site to nearby services with active and sustainably travel options.
Delivery Timeframe	2028-2032 (years 6-10)

AS1/001 (Tesco Extra, Town Lane)

Site Information	
Site ID	AS1/001
Site name/ address	Tesco Extra, Town Lane, Stanwell, TW15 8RW
Site area (ha)	3.98
Location	Urban area Previously developed land
Ward	Ashford North and Stanwell South
Proposed Allocation	Retail: Retention of the existing superstore on site. Residential (C3): 350 units (approx.)
	
Site description & existing use	The site is currently occupied by a large Tesco superstore with adjoining car park and petrol station, located on land adjacent to Ashford Hospital. Residential dwellings lie to the north and east of the store, with the hospital buildings to the south and Town Lane and the Staines Reservoir bounding the western boundary. Access is via Town Lane.
Site-specific requirements	In addition to meeting the policies in the plan, any developer of this site will be required to provide the following:


	<ul style="list-style-type: none"> • Retention of the existing superstore on site with adequate parking. • Through provision of landscaping and boundary planting provide net gains in biodiversity; This will need to be demonstrated through appropriate habitat/species surveys and implementation of management plans. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment. • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
Opportunities	<ul style="list-style-type: none"> • Roads within the site should be designed to provide safe and legible walking and cycling access. There should be clear delineation between commercial and residential development. Development should contribute to the enhancement of public transport, walking and cycling infrastructure and links to local town centres and other destinations such as places of employment, services and leisure in order to minimise traffic generation and improve the connectivity.
Delivery Timeframe	2028-2032 (years 6-10)

AS1/003 (Former Staines Fire Station, Town Lane)

Site Information	
Site ID	AS1/003
Site name/ address	Former Staines Fire Station, Town Lane, Stanwell, TW19 7JP
Site area (ha)	0.43
Location	Urban area Previously developed land
Ward	Ashford North and Stanwell South
Proposed Allocation	Residential (C3): 50 units (approx.)
	
Site description & existing use	<p>The site is occupied by the now disused Staines Fire Station which has been replaced by a new station facility at Fordbridge Road in Ashford. The site is occupied by a two-storey building with a double fire engine garage, parking area and training tower. The site is currently occupied by an ambulance 'Make Ready Centre' and is required operationally for the ambulance service. An alternative location for this use will therefore require identification prior to the redevelopment of this site. The site is adjacent to the Staines Reservoirs which have a number of</p>

	international and national biodiversity designations (SPA, Ramsar and SSSI).
Site-specific requirements	<p>In addition to meeting the policies in the plan, any developer of this site will be required to provide the following:</p> <ul style="list-style-type: none"> • Identification of alternative location for the ambulance 'Make Ready Centre' prior to redevelopment. • Through provision of landscaping and boundary planting provide net gains in biodiversity; This will need to be demonstrated through appropriate habitat/species surveys and implementation of management plans. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment. • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
Opportunities	<ul style="list-style-type: none"> • Provide positive benefit in terms of landscape and townscape character and local distinctiveness and have regard to the identified landscape character areas.
Delivery Timeframe	2028-2032 (years 6-10)

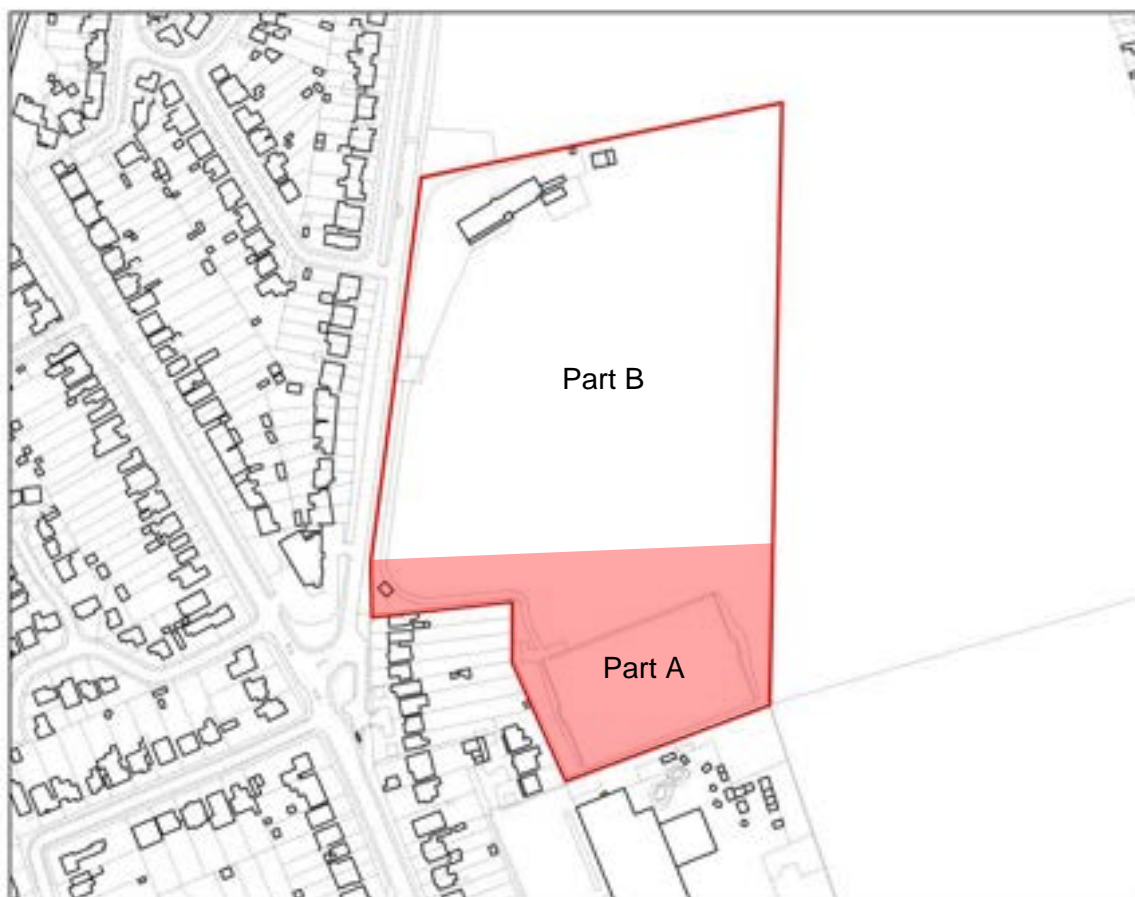
HS1/012b (Land East of Upper Halliford Road)

Site Information	
Site ID	HS1/012b
Site name/ address	Land East of Upper Halliford Road (Site B), Upper Halliford, TW16 6JL
Site area (ha)	2.34
Location	Greenfield land Former Green Belt
Ward	Halliford and Sunbury West
Proposed Allocation	Sixth form college (Use Class F1) Residential (Use Class C3): 20 units (approx.)
	
Site description & existing use	The site is linear in shape and is currently occupied by an open field, with several small structures on site. The site is located to the west of Upper Halliford Road, east of The Bishop Wand Secondary School and is bound by trees and hedging. The land adjoins residential to the northeast, south and west across Upper Halliford Road. Upper Halliford Park is located further southwest.
Site-specific requirements	In addition to meeting the policies in the plan, any developer of this site will be required to provide the following:

	<ul style="list-style-type: none"> • The provision of a new sixth form college supported by the provision of approximately 20 houses to enable the education development. • The provision of a new vehicular and pedestrian access road through the site from Upper Halliford Road to the Bishop Wand School, alongside HS1/012. • 50% Affordable Housing [subject to viability testing] • The enhancement of boundary planting should be used as an opportunity to provide net gains in biodiversity. This will need to be demonstrated through appropriate habitat/species surveys and implementation of management plans. • Strengthening of the adjacent Green Belt boundaries to retain its performance and strategic role beyond the site. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment. • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
Opportunities	<ul style="list-style-type: none"> • Development should contribute to the enhancement of public transport, walking and cycling infrastructure and links to local town centres and other destinations such as places of employment, services and leisure in order to minimise traffic generation and improve the connectivity. Appropriate linkages with the Spelthorne Local Cycling and Walking Infrastructure Plan. • The site should accommodate a scheme of high-quality design that makes a positive contribution to the wider environment and character.
Delivery Timeframe	2028-2032 (years 6-10)

RL1/011 (Land at Staines and Laleham Sports Club, Worple Road)


Site Information	
Site ID	RL1/011
Site name/ address	Land at Staines and Laleham Sports Club, Worple Road, Staines, TW18 1HR
Site area (ha)	6.03 1.59 (developable area for residential use)
Location	Greenfield land Former Green Belt (Part A) Retain in Green Belt (Part B)
Ward	Riverside and Laleham
Proposed Allocation	Residential (C3): 52 units (approx.) Upgraded sports facilities (Class F2)



Site description & existing use	The site is part of the Staines and Laleham Sports club with access via Worple Road. The wider sports club measures 6.03 hectares. This comprises Part A (1.59 hectares) which is identified for housing and release from the Green Belt and
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	<p>Part B (4.44 hectares) which is identified for improved sports facilities and is to be retained in the Green Belt. The site is currently occupied by a sports pitch and is to the south of the sports club area. It borders housing to the southwest and a garden centre to the south. Open greenfield land is present to the southeast.</p>
<p>Site-specific requirements</p>	<p>In addition to meeting the policies in the plan, any developer of this site will be required to provide the following:</p> <ul style="list-style-type: none"> • A mix of dwellinghouses and apartments on Part A. • The provision of a new vehicular and pedestrian access to the site from Worple Road, with additional pedestrian crossings. • The proposals will be expected to contribute to the enhancement of the adjacent sports facilities at Staines and Laleham Sports Association on Part B. This area will be retained in the Green Belt. • Suitable junction improvements to enable safe access/egress into and out of the site. • 50% Affordable Housing [subject to viability testing] • The enhancement of boundary planting should be used as an opportunity to provide net gains in biodiversity. This will need to be demonstrated through appropriate habitat/species surveys and implementation of management plans. • Strengthening of the adjacent Green Belt boundaries to retain its performance and strategic role adjacent to the site. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment. • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
<p>Opportunities</p>	<ul style="list-style-type: none"> • Development should contribute to the enhancement of public transport, walking and cycling infrastructure and links to local town centres and other destinations such as places of employment, services and leisure in order to minimise traffic generation and improve the connectivity. Appropriate linkages with the Spelthorne Local Cycling and Walking Infrastructure Plan. • The site should accommodate a scheme of high-quality design that makes a positive contribution to the wider environment and character.
<p>Delivery Timeframe</p>	<p>2028-2032 (years 6-10)</p>

SC1/006 (Tesco Extra, Escot Road)

Site Information	
Site ID	SC1/006
Site name/ address	Tesco Extra, Escot Road, Sunbury, TW16 7BB
Site area (ha)	3.75
Location	Urban area Previously developed land
Ward	Sunbury Common
Proposed Allocation	Retail: Retention of the existing superstore on site. Residential (C3): 225 units (approx.)
	
Site description & existing use	The site is triangular in shape and is occupied by a Tesco Extra supermarket with associated servicing area, a petrol filling station and large surface car park. The northern boundary of the site is formed by Staines Reservoir Aqueduct, beyond which is Sunbury Cross Shopping Centre and existing residential properties at Spelthorne Grove and Forest Drive. The M3 runs to the south of the site with various industrial uses to the west.
Site-specific requirements	In addition to meeting the policies in the plan, any developer of this site will be required to provide the following:


	<ul style="list-style-type: none"> • Retention of the existing superstore on site with appropriate parking. • Through provision of landscaping and boundary planting provide net gains in biodiversity; This will need to be demonstrated through appropriate habitat/species surveys and implementation of management plans. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment. • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
Opportunities	<ul style="list-style-type: none"> • Roads within the site should be designed to provide safe and legible walking and cycling access. There should be clear delineation between commercial and residential development. Development should contribute to the enhancement of public transport, walking and cycling infrastructure and links to local town centres and other destinations such as places of employment, services and leisure in order to minimise traffic generation and improve the connectivity.
Delivery Timeframe	2028-2032 (years 6-10)

SE1/020 (Sunbury Adult Education Centre, The Avenue)

Site Information	
Site ID	SE1/020
Site name/ address	Sunbury Adult Education Centre, The Avenue, Sunbury-on-Thames, TW16 5DZ
Site area (ha)	0.43
Location	Urban area Previously developed land
Ward	Sunbury East
Proposed Allocation	Residential (C3): 30 units (Approx.)
	
Site description & existing use	The site is currently occupied by a 1-2 storey building in use for adult education purposes. A parking area is situated to the front and rear of the site with trees lining the west and east. The site is situated within the urban area of Sunbury. The site is accessed via The Avenue to the west. A sports ground is situated to the south of the site, with family dwelling houses to the north, west and east.
Site-specific requirements	In addition to meeting the policies in the plan, any developer of this site will be required to provide the following:

	<ul style="list-style-type: none"> • A housing scheme subject to the existing use being re-provided off site in location accessible to the community, prior to redevelopment. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment. • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
Opportunities	<ul style="list-style-type: none"> • This plot lends itself to a well-designed scheme that makes a positive contribution to the wider street scene. • Improvements for pedestrian access and public realm, linking the site to nearby services with active and sustainably travel options.
Delivery Timeframe	2028-2032 (years 6-10)

SE1/025 (Elmbrook House, Station Road)

Site Information	
Site ID	SE1/025
Site name/ address	Elmbrook House, 18-19 Station Road, Sunbury, TW16 6SU
Site area (ha)	0.25
Location	Urban area Previously developed land
Ward	Sunbury East
Proposed Allocation	Residential (C3): 50 Units (approx.)
	
Site description & existing use	The site is currently occupied by an office building and carpark. The site is within the urban area, adjacent to Sunbury Rail Station and other commercial uses occupy the wider area. Further north is Sunbury Cross Roundabout, with Green Street to the southwest.
Site-specific requirements	In addition to meeting the policies in the plan, any developer of this site will be required to provide the following: <ul style="list-style-type: none"> A well-designed scheme that has a positive relationship with nearby town centre uses.

	<ul style="list-style-type: none"> • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment. • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
Opportunities	<ul style="list-style-type: none"> • This plot in a prominent location at Sunbury Cross Roundabout lends itself to a well-designed scheme that makes a positive contribution to the wider street scene. • Improvements for pedestrian access and public realm, linking the site to nearby services with active and sustainably travel options. Linkages with the Spelthorne Local Cycling and Walking Infrastructure Plan.
Delivery Timeframe	2028-2032 (years 6-10)


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SH1/010 (Shepperton Library, High Street)

Site Information	
Site ID	SH1/010
Site name/ address	Shepperton Library, High Street, Shepperton, TW17 9AU
Site area (ha)	0.14
Location	Urban area Previously developed land
Ward	Shepperton Town
Proposed Allocation	Residential (C3): 10 units (approx.) Ground floor community use (Class F): 250sqm (approx.) or re-provision off site
	
Site description & existing use	The site is currently occupied by Shepperton Library, a single storey building set back from the road by a forecourt with a small amount of parking, and with a small, grassed area. The site fronts onto Shepperton High Street between the BP petrol filling station and a former bank premises. The surrounding area largely commercial in character on the ground floor with residential uses on the upper storeys of buildings.
Site-specific requirements	In addition to meeting the policies in the plan, any developer of this site will be required to provide the following:

	<ul style="list-style-type: none"> • A housing scheme subject to the existing use being re-provided off site in location accessible to the community, prior to redevelopment, or a mixed-use scheme incorporating ground floor community uses. • A well-designed scheme that has a positive relationship with nearby town centre uses and residential properties. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment. • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
Opportunities	<ul style="list-style-type: none"> • This plot lends itself to a well-designed scheme that makes a positive contribution to the wider street scene. • Improvements for pedestrian access and public realm, linking the site to nearby services with active and sustainably travel options.
Delivery Timeframe	2028-2032 (years 6-10)

ST1/028 (Leacroft Centre, Leacroft, Staines)

Site Information	
Site ID	ST1/028
Site name/ address	Leacroft Centre, Leacroft, Staines, TW18 4PB
Site area (ha)	0.15
Location	Urban area, previously developed land
Ward	Staines
Proposed Allocation	Residential (C3): 17 units (approx.) Ground floor community units or re-provision off site
	
Site description & existing use	The site is currently occupied by the Leacroft Youth Centre, a two-storey rectangular-shaped building. The building was formerly occupied by a drill hall and dates from the 1910s. The site lies on the corner of Leacroft and Raleigh Court. The surrounding area is largely residential in character with single storey and semi-detached dwellings neighbouring the site. Further south of the site are a number of flatted 2-3 storey flatted developments.

<p>Site-specific requirements</p>	<p>In addition to meeting the policies in the plan, any developer of this site will be required to provide the following:</p> <ul style="list-style-type: none"> • A housing scheme subject to the existing use being re-provided off site in a location accessible to the community, prior to redevelopment, or a mixed use scheme incorporating ground floor community uses. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment. • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
<p>Opportunities</p>	<ul style="list-style-type: none"> • This plot lends itself to a well-designed scheme that makes a positive contribution to the wider street scene. • Improvements for pedestrian access and public realm, linking the site to nearby services with active and sustainably travel options.
<p>Delivery Timeframe</p>	<p>2028-2032 (years 6-10)</p>

ST1/029 (Surrey County Council buildings, Burges Way, Staines)


Site Information	
Site ID	ST1/029
Site name/ address	Surrey County Council buildings, Burges Way, Staines, TW18 1YA
Site area (ha)	0.47
Location	Urban area, previously developed land.
Ward	Staines
Proposed Allocation	Residential (C3): 30 units (approx.) Ground floor community units or re-provision off site



Site description & existing use	The site is currently occupied by Surrey County Council health offices, a parking area to the front and a scout building to the south of the site. The surrounding uses within the Knowle Green estate are largely community focused and residential. The buildings are all generally low-key in scale, with these being single storey.
Site-specific requirements	In addition to meeting the policies in the plan, any developer of this site will be required to provide the following:

	<ul style="list-style-type: none"> • A housing scheme subject to the existing use being re-provided off site in a location accessible to the community, prior to redevelopment, or a mixed use scheme incorporating ground floor community uses. • Appropriate flood risk mitigation measures to enable the safe introduction of residents. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment; • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
Opportunities	<ul style="list-style-type: none"> • A well designed scheme that makes a positive contribution to the wider area. • Improvements for pedestrian access and public realm, linking the site to nearby services with active and sustainably travel options. • Opportunity to link development with ST1/030 to the north west to create a more holistic, high quality scheme.
Delivery Timeframe	2028-2032 (years 6-10)

ST1/030 (Fairways Day Centre, Knowle Green, Staines)

Site Information	
Site ID	ST1/030
Site name/ address	Fairways Day Centre, Knowle Green, Staines, TW18 1AJ
Site area (ha)	0.66
Location	Urban area Previously developed land
Ward	Staines
Proposed Allocation	Residential (C3): 30 units (approx.) Ground floor community units or re-provision off site
	
Site description & existing use	The site is currently occupied by Surrey County Council health offices, a parking area to the front and a scout building to the south of the site. The surrounding uses within the Knowle Green estate are largely community focused and residential. The buildings are all generally low-key in scale, with these being single storey.
Site-specific requirements	In addition to meeting the policies in the plan, any developer of this site will be required to provide the following:

	<ul style="list-style-type: none"> • A housing scheme subject to the existing use being re-provided off site in a location accessible to the community, prior to redevelopment, or a mixed use scheme incorporating ground floor community uses. • Appropriate flood risk mitigation measures to enable the safe introduction of residents. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment; • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms.
Opportunities	<ul style="list-style-type: none"> • A well designed scheme that makes a positive contribution to the wider area. • Improvements for pedestrian access and public realm, linking the site to nearby services with active and sustainably travel options. • Opportunity to link development with ST1/029 to the south east to create a more holistic, high quality scheme.
Delivery Timeframe	2028-2032 (years 6-10)

ST3/014 (Birch House/London Road, Fairfield Avenue, Staines)

Site Information	
Site ID	ST3/014
Site name/ address	Birch House/London Road, Fairfield Avenue, Staines, TW18 4AB
Site area (ha)	1.25
Location	Urban area, previously developed land
Ward	Staines
Proposed Allocation	Residential (C3): 400 units (approx.) (net) Commercial (Class E): 1200 sqm (approx.)




Site description & existing use

The existing site currently consists of numerous retail and office buildings of various ages and a multi storey car park. These include One London Road and Birch House which are four and five storey office buildings with front onto London Road and Fairfield Avenue respectively. Located within Staines-Upon-Thames, the site is situated in a densely built-up site, bounded by London Road to the south and Fairfield Avenue to the north. Historically the site and the


	<p>immediate area was predominantly a commercial area but the string of new residential developments has led to a much more residential area.</p>
Site-specific requirements	<p>In addition to meeting the policies in the plan, any developer of this site will be required to provide the following:</p> <ul style="list-style-type: none"> • A mixed residential and commercial development that provides an active street frontage. • A well-designed scheme that has a positive relationship with nearby town centre uses. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment; • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
Opportunities	<ul style="list-style-type: none"> • This plot within the town centre lends itself to a high-quality scheme that makes a positive contribution to the wider street scene. • Provide positive benefits in terms of landscape and townscape character and local distinctiveness. • Improvements for pedestrian access and public realm, linking the site to nearby services with active and sustainably travel options.
Delivery Timeframe	2028-2032 (years 6-10)

ST4/004 (96-104 Church Street, Staines)

Site Information	
Site ID	ST4/004
Site name/ address	96-104 Church Street, Staines, TW18 4QF
Site area (ha)	0.88
Location	Urban area Previously developed land
Ward	Staines
Proposed Allocation	Residential (C3): 100 units (approx.)
	
Site description & existing use	<p>The site is situated on southern side of Church Street within the urban area, to the west of Staines town centre. The site is some 0.89 hectares in area and currently consists of 6 warehouse buildings and an associated access road and hard standing along with parking spaces for the three-storey office block to the north of the site fronting Church Street which is locally listed, whilst the gate and railings are Grade II listed. There is access via Church Street between Magna House and No. 96-104. The warehouse buildings are located towards the rear of the site. These buildings face into the site, with hard standing between.</p>


	<p>The elevations of some of these buildings make up the boundary treatment with the adjacent residential developments. Church Street is within Staines Conservation Area and consists of properties, with varying ages and styles, however it is largely residential and 2-storeys in nature, with traditional pitched roofs. There are some commercial uses located further east.</p>
Site-specific requirements	<p>In addition to meeting the policies in the plan, any developer of this site will be required to provide the following:</p> <ul style="list-style-type: none"> • A well-designed scheme that has a positive relationship with nearby town centre uses and residential properties. • Conserve and, where possible, enhance Staines Conservation Area and the setting of nearby listed buildings along Church Street. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment. • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
Opportunities	<ul style="list-style-type: none"> • This plot at the edge of the town centre lends itself to a high-quality scheme that makes a positive contribution to the wider street scene. • Improvements for pedestrian access and public realm, linking the site to nearby services with active and sustainably travel options.
Delivery Timeframe	2028-2033 (years 6-10)

ST4/010 (Riverside car park, Thames Street, Staines)

Site Information	
Site ID	ST4/010
Site name/ address	Riverside car park, Thames Street, Staines, TW18 4UD
Site area (ha)	0.25
Location	Urban area Previously developed land
Ward	Staines
Proposed Allocation	Residential (C3): 35 units (approx.) Community Café/ Commercial (Class E): 150 sqm (approx.) Open space linking to Memorial Gardens
	
Site description & existing use	The site is currently in use as a surface car park located to the east of Staines Town centre between the River Thames and A308. There is the large Memorial Gardens to the north, and a hotel to the south. To the west is a public footpath that links with the Thames Path.
Site-specific requirements	In addition to meeting the policies in the plan, any developer of this site will be required to provide the following: <ul style="list-style-type: none"> • A mixed residential and commercial development that provides an active frontage against the River Thames. • Provision of open space, linking to Memorial Gardens to the northwest.

	<ul style="list-style-type: none"> • A well-designed scheme that has a positive relationship with nearby town centre uses and the River Thames. • Incorporate flood risk mitigation measures to alleviate the risk of fluvial and surface water flooding, in accordance with Policy E2. • Sufficient parking re-provision to meet needs on site or in an appropriate nearby location. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment. • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
Opportunities	<ul style="list-style-type: none"> • This plot within the town centre lends itself to a high-quality scheme that makes a positive contribution to the wider street scene. • Provide positive benefits in terms of landscape and townscape character and local distinctiveness. • Improvements for pedestrian access and public realm, linking the site to nearby services with active and sustainably travel options.
Delivery Timeframe	2028-2032 (years 6-10)

ST4/011 (Thames Lodge Hotel, Thames Street, Staines)

Site Information	
Site ID	ST4/011
Site name/ address	Thames Lodge Hotel, Thames Street, Staines, TW18 4SJ
Site area (ha)	0.36
Location	Urban area Previously developed land
Ward	Staines
Proposed Allocation	Residential (C3): 40 units (approx.) (net) Café/ Commercial (Class E): 150 sqm (approx.)
	
Site description & existing use	<p>The site is currently occupied by a hotel and a car park. The site backs onto the River Thames and is accessed via Thames Street. The site is occupied by a locally listed building. Offices sit to the east of the site across Laleham Road. The building is 2-3 storeys and is locally listed- 19th C building.</p> <p>The character of the wider area is mixed with commercial uses dominating to the north with a carpark also present to the north west. To the south and east residential uses become more prominent further away from the Town Centre. A rail line is present immediately south of the site.</p>

<p>Site-specific requirements</p>	<p>In addition to meeting the policies in the plan, any developer of this site will be required to provide the following:</p> <ul style="list-style-type: none"> • A mixed residential and commercial development that provides an active frontage against the River Thames. • A well-designed scheme that has a positive relationship with nearby town centre uses, the River Thames and nearby residential properties. • Re-provision of the Thames Path link. • Incorporate flood risk mitigation measures to alleviate the risk of fluvial and surface water flooding, in accordance with Policy E2. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment. • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
<p>Opportunities</p>	<ul style="list-style-type: none"> • This plot within the town centre lends itself to a high-quality scheme that makes a positive contribution to the wider street scene. • Provide positive benefits in terms of landscape and townscape character and local distinctiveness. • Improvements for pedestrian access and public realm, linking the site to nearby services with active and sustainably travel options.
<p>Delivery Timeframe</p>	<p>2028-2032 (years 6-10)</p>

ST4/023 (Two Rivers Retail Park Terrace, Mustard Mill Road, Staines)

Site Information	
Site ID	ST4/023
Site name/ address	Two Rivers Retail Park Terrace, Mustard Mill Road, Staines
Site area (ha)	2.29
Location	Urban area, previously developed land
Ward	Staines
Proposed Allocation	Residential (C3): 750 units (approx.) Ground floor commercial/community use

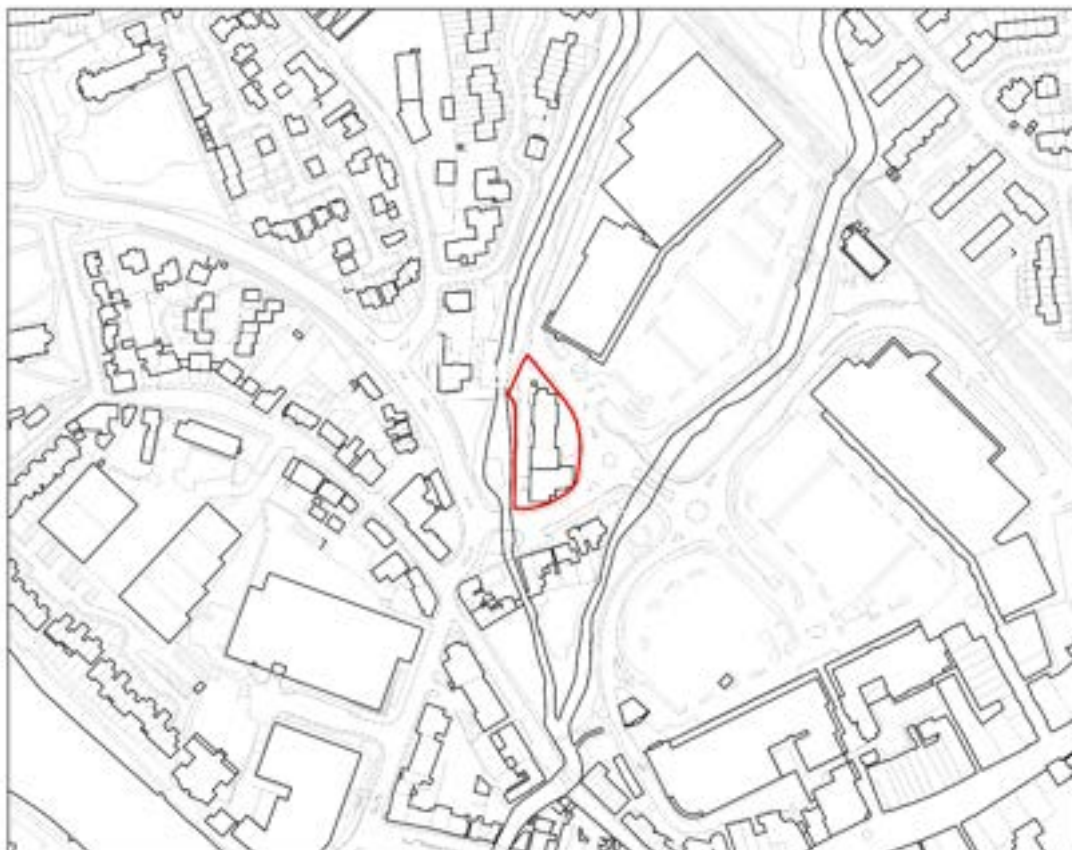


Site description & existing use	The site is located to the west of the River Colne and the East of the River Wraysbury. The site is located to the northwest of Mustard Mill Road, comprising the Retail Park terrace with large retail units and a surface carpark occupying the site.
Site-specific requirements	In addition to meeting the policies in the plan, any developer of this site will be required to provide the following: <ul style="list-style-type: none"> • A mixed residential and commercial development that provides an active frontage against Mustard Mill Road.

	<ul style="list-style-type: none"> • Provision of residential amenity space within the development site. • Suitable reprovision of shoppers' parking • A well-designed scheme that has a positive relationship with nearby town centre uses and nearby residential properties. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment. • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
Opportunities	<ul style="list-style-type: none"> • This plot within the town centre lends itself to a high-quality scheme that makes a positive contribution to the wider street scene. • Provide positive benefits in terms of landscape and townscape character and local distinctiveness. • Improvements for pedestrian access and public realm, linking the site to nearby services with active and sustainably travel options. • Improvements to nearby open space.
Delivery Timeframe	2028-2032 (years 6-10)

ST4/024 (Frankie & Benny's/Travelodge, Two Rivers, Hale Street, Staines)

Site Information	
Site ID	ST4/024
Site name/ address	Frankie & Benny's/Travelodge, Two Rivers, Hale Street, Staines, TW18 4UW
Site area (ha)	0.24
Location	Urban area Previously developed land
Ward	Staines
Proposed Allocation	Residential (C3): 55 units (approx.)




Site description & existing use

The area is currently occupied by a restaurant and hotel use in Hale Street. The existing buildings were erected in the early 2000's. The site is within Staines Town Centre. To the north lies the Two River Retail Park Terrace, while to the south on the other side of the road are 16 – 24 Hale Street. To the east is the Two Rivers Shopping Centre, while to the west is the Wrybury River. The site is located with the Staines Conservation Area.

Site-specific requirements	<p>In addition to meeting the policies in the plan, any developer of this site will be required to provide the following:</p> <ul style="list-style-type: none"> • A well-designed scheme that has a positive relationship with nearby town centre uses and residential properties. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment. • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
Opportunities	<ul style="list-style-type: none"> • This plot at the edge of the town centre lends itself to a high-quality scheme that makes a positive contribution to the wider street scene. • Improvements for pedestrian access and public realm, linking the site to nearby services with active and sustainably travel options.
Delivery Timeframe	2028-2032 (years 6-10)


Years 11-15 (2033-2037)**AS2/001 (Ashford Youth Club, Kenilworth Road)**

Site Information	
Site ID	AS2/001
Site name/ address	Ashford Youth Club, Kenilworth Road, Ashford, TW15 3EL
Site area (ha)	0.25
Location	Urban area Previously developed land
Ward	Ashford North and Stanwell South
Proposed Allocation	Local Community F2(b): 500sqm Youth Centre (approx.) Residential (C3): 5 units (approx.)
	
Site description & existing use	The site is currently occupied by a youth club and is located within a predominantly residential area. The site is bounded to the north by Kenilworth Road and to the south by Cumberland Road.
Site-specific requirements	In addition to meeting the policies in the plan, any developer of this site will be required to provide the following:

	<ul style="list-style-type: none"> Retention of the youth club and associated open space on site, as part of a mixed use scheme, or relocation to a suitable alternative site. Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. Through provision of landscaping and boundary planting provide net gains in biodiversity; This will need to be demonstrated through appropriate habitat/species surveys and implementation of management plans. Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
Opportunities	<ul style="list-style-type: none"> High-quality mixed-use scheme designed to make a positive contribution to the wider area and character.
Delivery Timeframe	2033-2037 (years 11-15)

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AT3/009 (Ashford Telephone Exchange, Church Road)

Site Information	
Site ID	AT3/009
Site name/ address	Ashford Telephone Exchange, Church Road, Ashford, TW15 2TS
Site area (ha)	0.26
Location	Urban area Previously developed land
Ward	Ashford Town
Proposed Allocation	Residential (C3): 20 units (approx.)
	
Site description & existing use	The existing Telephone Exchange is located to the north of Church Road. The site is made up of three separate buildings with a parking area for approximately 10 vehicles to the side. The site is adjacent to former Brooklands College site and Studholme Medical Centre and opposite the Co-op convenience store.
Site-specific requirements	In addition to meeting the policies in the plan, any developer of this site will be required to provide the following:

	<ul style="list-style-type: none"> • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment. • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Relocation of the existing use prior to development. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
Opportunities	<ul style="list-style-type: none"> • This rectangular plot lends itself to a well-designed scheme that makes a positive contribution to the wider street scene. • Improvements for pedestrian access and public realm, linking the site to nearby services with active and sustainably travel options.
Delivery Timeframe	2033-2037 (years 11-15)

DRAFT

SC1/013 (RMG Warehouse & Delivery Office, Staines Road West)

Site Information	
Site ID	SC1/013
Site name/ address	RMG Warehouse & Delivery Office, 47-49 Staines Road West, Sunbury, TW16 7AA
Site area (ha)	0.25
Location	Urban area Previously developed land
Ward	Sunbury Common
Proposed Allocation	Residential (C3): 22 units (approx.) Ground floor office/retail (Class E): 500 sqm (approx.)
	
Site description & existing use	The site is occupied by warehousing units accessed from Vicarage Road to the east. The site is L shaped, with a commercial unit fronting Staines Road West and The Parade. The surrounding area is largely commercial in character with commercial units present along The Parade and opposite at Sunbury Cross. Residential uses are also located in the wider area which is largely high density in character.

<p>Site-specific requirements</p>	<p>In addition to meeting the policies in the plan, any developer of this site will be required to provide the following:</p> <ul style="list-style-type: none"> • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment; • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Relocation of the existing use prior to development. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
<p>Opportunities</p>	<ul style="list-style-type: none"> • This plot lends itself to a well-designed scheme that makes a positive contribution to the wider street scene. • Improvements for pedestrian access and public realm, linking the site to nearby services with active and sustainably travel options.
<p>Delivery Timeframe</p>	<p>2033-2037 (years 11-15)</p>

SC1/019 (Sunbury Social Services Centre, Vicarage Road)

Site Information	
Site ID	SC1/019
Site name/ address	Sunbury Social Services Centre, 108 Vicarage Road, Sunbury, TW16 7QL
Site area (ha)	0.23
Location	Urban area Previously developed land
Ward	Sunbury Common
Proposed Allocation	Residential (C3): 11 units (approx.) Ground floor community units or re-provision off site




Site description & existing use

The site is currently occupied by a single storey building with community uses present. To the rear of the site is a car parking area. The site is located on the corner of Vicarage Road and Wychwood Close. A mature tree is situated in the front of the site. The surrounding character is predominantly residential, with a few small-scale commercial uses to the south of the site. Several small, flatted developments are present south along Vicarage Road.


<p>Site-specific requirements</p>	<p>In addition to meeting the policies in the plan, any developer of this site will be required to provide the following:</p> <ul style="list-style-type: none"> • A housing scheme subject to the existing use being re-provided off site in location accessible to the community, prior to redevelopment, or a mixed use scheme incorporating ground floor community uses. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment. • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
<p>Opportunities</p>	<ul style="list-style-type: none"> • This plot lends itself to a well-designed scheme that makes a positive contribution to the wider street scene. • Improvements for pedestrian access and public realm, linking the site to nearby services with active and sustainably travel options.
<p>Delivery Timeframe</p>	<p>2033-2037 (years 11-15)</p>

SC1/021 (Land at Spelthorne Grove)

Site Information	
Site ID	SC1/021
Site name/ address	Land at Spelthorne Grove, Sunbury, TW16 7BZ
Site area (ha)	2.1
Location	Urban area Previously developed land
Ward	Sunbury Common
Proposed Allocation	Residential (C3): 250 net units (approx.) Open space: Retention of existing or reprovion within the wider site.
	
Site description & existing use	The site is located to the south of Staines Road West and is occupied by a housing estate. The western part of the site comprises an open space and recreation area, with flatted development along the northern and central areas with houses along the southern boundary. Approximately 208 units currently occupy the site. To the west runs Escot Road which links to the Tesco Extra site to the south. The wider area is urban in character with residential and commercial uses the dominant uses.
Site-specific requirements	In addition to meeting the policies in the plan, any developer of this site will be required to provide the following:

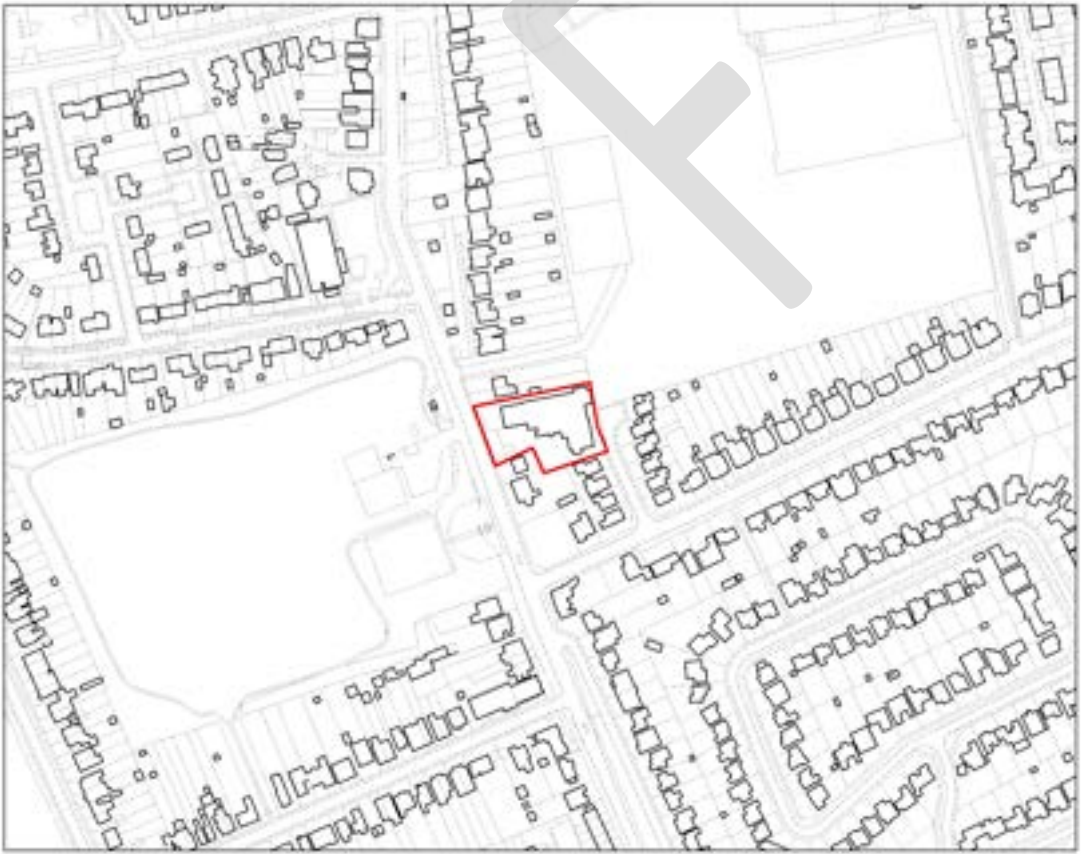
	<ul style="list-style-type: none"> • Retention or re-provision of an open space/recreation area within the site to a better standard and improved location. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment. • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • A suitable decanting plan for the existing properties as to minimise the disruption for current residents. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
Opportunities	<ul style="list-style-type: none"> • This plot lends itself to a well-designed scheme that makes a positive contribution to the wider street scene. • Improvements for pedestrian access and public realm, linking the site to nearby services with active and sustainably travel options.
Delivery Timeframe	2033-2037 (years 11-15)

SE1/003 (Builder's Yard, Staines Road East)

Site Information	
Site ID	SE1/003
Site name/ address	Builder's Yard, 77 Staines Road East, TW16 5AD
Site area (ha)	0.75
Location	Urban area, brownfield land.
Ward	Sunbury East
Proposed Allocation	Residential (C3): 75 units (approx.)
	
Site description & existing use	<p>The site is currently occupied by a builder's yard and is accessed from Staines Road East. Buildings occupy the western part of the site with open storage and parking to the east. Trees line the site on both sides with the railway line to the north of the site.</p> <p>The local area is predominantly residential in character with flats in front of the western part of the site. Houses sit across Staines Road East with garden land immediately opposite. Properties neighbour the west and east of the site and the old police station</p>

	sits to the southwest. A large number of mature trees are located around the site.
Site-specific requirements	<p>In addition to meeting the policies in the plan, any developer of this site will be required to provide the following:</p> <ul style="list-style-type: none"> • Through provision of landscaping and boundary planting provide net gains in biodiversity; This will need to be demonstrated through appropriate habitat/species surveys and implementation of management plans. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment. • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
Opportunities	<ul style="list-style-type: none"> • This plot lends itself to a well-designed scheme that makes a positive contribution to the wider street scene. • Improvements for pedestrian access and public realm, linking the site to nearby services with active and sustainably travel options.
Delivery Timeframe	2033-2037 (years 11-15)


SE1/008 (Telephone Exchange, Green Street)

Site Information	
Site ID	SE1/008
Site name/ address	Telephone Exchange, Green Street, Sunbury, TW16 6QJ
Site area (ha)	0.25
Location	Urban area Previously developed land
Ward	Sunbury East
Proposed Allocation	Residential (C3): 14 units (approx.)
	
Site description & existing use	The site is currently occupied by the BT Telephone Exchange. It is a 2-storey detached building, with an older property fronting the site and mid-20th century additions to the rear and east. The surrounding area is largely residential in character, with properties detached or semi-detached dwellings. St Paul's College sits to the east of the site whilst Cedars Recreation Ground is to the west.
Site-specific requirements	In addition to meeting the policies in the plan, any developer of this site will be required to provide the following:

	<ul style="list-style-type: none"> • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment; • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Relocation of the existing use prior to development. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
Opportunities	<ul style="list-style-type: none"> • This rectangular plot lends itself to a well-designed scheme that makes a positive contribution to the wider street scene. • Improvements for pedestrian access and public realm, linking the site to nearby services with active and sustainably travel options.
Delivery Timeframe	2033-2037 (years 11-15)


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SH1/015 (Shepperton Youth Centre, Shepperton Court Drive)

Site Information	
Site ID	SH1/015
Site name/ address	Shepperton Youth Centre, Shepperton Court Drive, Shepperton, TW17 8EJ
Site area (ha)	0.31
Location	Urban area, previously developed land
Ward	Shepperton Town
Proposed Allocation	Local Community F2(b): 700sqm Youth Centre (approx.) and associated outdoor space Residential (C3): 24 units (approx.)
	
Site description & existing use	The site is located to the south of the B376, with the M3 to the north and Shepperton Health centre immediately southeast. Manor Mead school is situated to the southwest and residential development at Shepperton Court is located to the south of the site. The surrounding character is mixed in nature, with various community and residential uses neighbouring the site.


<p>Site-specific requirements</p>	<p>In addition to meeting the policies in the plan, any developer of this site will be required to provide the following:</p> <ul style="list-style-type: none"> • Retention of the youth club and associated open space on site (including the basketball court and skatepark), as part of a mixed-use scheme, or relocation to a suitable alternative site in a location accessible to the community. • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Through provision of landscaping and boundary planting provide net gains in biodiversity; This will need to be demonstrated through appropriate habitat/species surveys and implementation of management plans. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
<p>Opportunities</p>	<ul style="list-style-type: none"> • High-quality mixed-use scheme designed to make a positive contribution to the wider area and character. • Improvements for pedestrian access and public realm, linking the site to nearby services with active and sustainably travel options.
<p>Delivery Timeframe</p>	<p>2033-2037 (years 11-15)</p>

SH2/003 (Shepperton Delivery Office, High Street)

Site Information	
Site ID	SH2/003
Site name/ address	Shepperton Delivery Office, 47 High Street, Shepperton, TW17 9AA
Site area (ha)	0.17
Location	Urban area Previously developed land
Ward	Shepperton Town
Proposed Allocation	Residential (C3): 10 units (approx.) Ground floor Retail (Class E): 400sqm (approx.)
	
Site description & existing use	The site is occupied by a Royal Mail delivery office and two retail units, with a single storey building fronting the High Street and a two-storey building set back. An area of hardstanding used for parking is located on the western part of the site. The surrounding area is largely commercial in character, with retail uses located adjacent along the High Street at ground floor level. Residential uses are largely present on the upper floors. A petrol filling station is located opposite the site.


<p>Site-specific requirements</p>	<p>In addition to meeting the policies in the plan, any developer of this site will be required to provide the following:</p> <ul style="list-style-type: none"> • A mixed-use scheme comprising ground floor retail use (Class E) and residential units above on upper floors. • A well-designed scheme that has a positive relationship with nearby town centre uses and residential properties. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment. • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
<p>Opportunities</p>	<ul style="list-style-type: none"> • This plot lends itself to a well-designed scheme that makes a positive contribution to the wider street scene. • Improvements for pedestrian access and public realm, linking the site to nearby services with active and sustainably travel options.
<p>Delivery Timeframe</p>	<p>2033-2037 (years 11-15)</p>

SN1/005 (Land at Northumberland Close)

Site Information	
Site ID	SN1/005
Site name/ address	Land at Northumberland Close, Stanwell, TW19 7LN
Site area (ha)	1.75
Location	Greenfield land Former Green Belt
Ward	Stanwell North
Proposed Allocation	Residential (C3): 80 units (approx.)
	
Site description & existing use	The site is currently undeveloped and is situated on the western side of Northumberland Close. Trees line the north and west of the site. The site is surrounded by development on three sides, with residential development to the west, commercial uses to the east and Heathrow Airport further north past Bedfont Road and Longford River. There is a small area of housing adjoining the site called Cleveland Park.
Site-specific requirements	In addition to meeting the policies in the plan, any developer of this site will be required to provide the following:

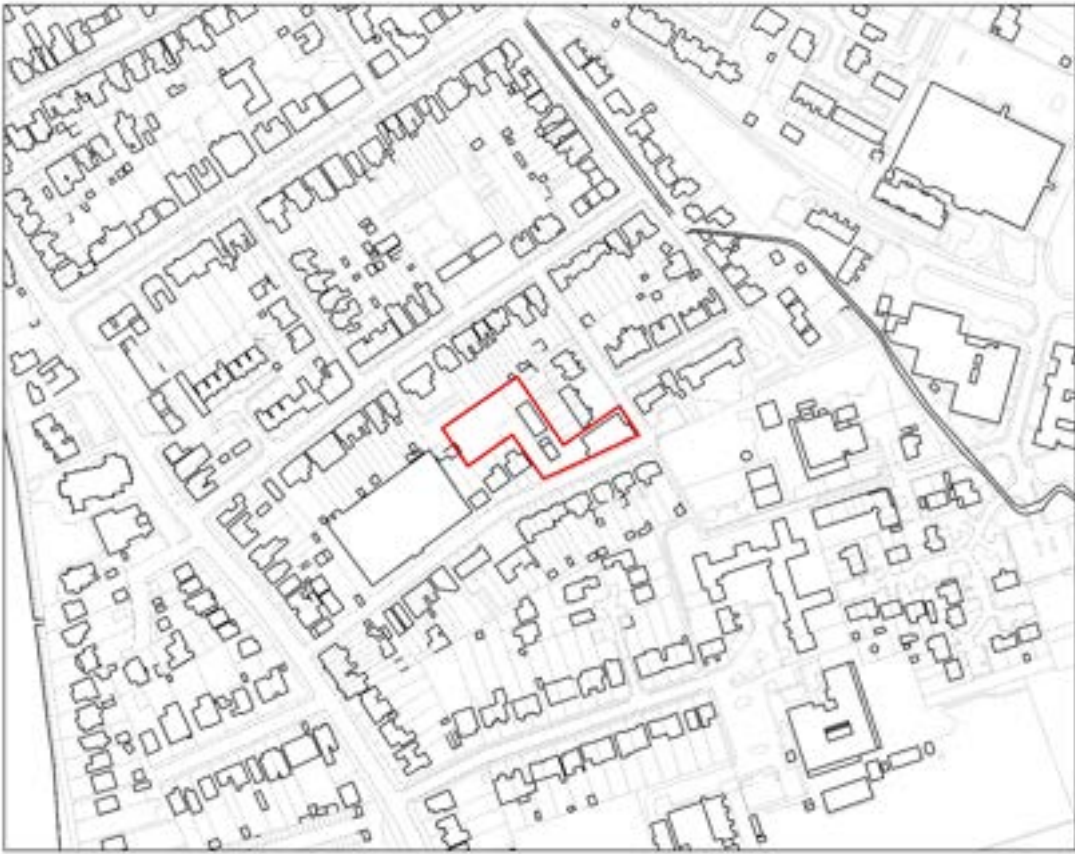
	<ul style="list-style-type: none"> • A high-quality residential scheme. • Adequate screening of the site against the adjacent commercial uses. • 50% Affordable Housing [subject to viability testing] • Through provision of landscaping and boundary planting provide net gains in biodiversity; This will need to be demonstrated through appropriate habitat/species surveys and implementation of management plans. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment. • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
Opportunities	<ul style="list-style-type: none"> • Improved pedestrian linkages to Long Lane Recreation Ground. • High quality designed scheme to make a positive contribution to the wider area and to aid regeneration of the area. • The proposed residential access could be configured to ensure that traffic uses do not exacerbate local highways issues. Movement of junction or widening of existing access could contribute to an improved access into the site.
Delivery Timeframe	2033-2037 (years 11-15)

SN1/012 (Stanwell Bedsits, De Havilland Way)

Site Information	
Site ID	SN1/012
Site name/ address	Stanwell Bedsits, De Havilland Way, Stanwell, TW19 7DE
Site area (ha)	2.19
Location	Urban area, previously developed land.
Ward	Stanwell North
Proposed Allocation	Residential (C3): 175 units (net)
	
Site description & existing use	The site comprises a number of blocks of flats incorporating one and two bed units. It is bounded by Whitley Close, Westland Close, De Havilland Way and Douglas Road and is within an area which has a strong residential character close to Stanwell Village. To the extreme north of the site is Heathrow Airport with an area of open space lying to the southwest of the site.
Site-specific requirements	In addition to meeting the policies in the plan, any developer of this site will be required to provide the following:


	<ul style="list-style-type: none"> • Holistic redevelopment of the site to provide a new high quality housing scheme. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment. • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • A suitable decanting plan for the existing properties as to minimise the disruption for current residents. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
Opportunities	<ul style="list-style-type: none"> • This plot lends itself to a well-designed scheme that makes a positive contribution to the wider street scene. • Improvements for pedestrian access and public realm, linking the site to nearby services with active and sustainably travel options. • Active frontages at the boundary edges. • Enhanced permeability of the site with the opportunity for new pedestrian routes. • Sensitive design that draws on the Stanwell conservation area character. • Stepped heights away from the centre of the site, to minimise impact on surrounding homes.
Delivery Timeframe	2033-2037 (years 11-15)

ST1/031 (Thameside Arts Centre, Wyatt Road)

Site Information	
Site ID	ST1/031
Site name/ address	Thameside Arts Centre, Wyatt Road, Staines, TW18 2AY
Site area (ha)	0.26
Location	Urban area Previously developed land
Ward	Staines
Proposed Allocation	Residential (C3): 19 units (approx.) Ground floor community units or re-provision off site
	
Site description & existing use	<p>The site is occupied by Thameside Centre which currently operates as a training centre and hot-desking space. A car park and cadets building also occupy the site. The building is late Victorian, dating from 1896, and ranges from 1 to 3 storeys equivalent in height. The building is locally listed. The predominant use in the wider area is largely residential, with both flats and family dwelling houses present. A disused tinworks site is present to the south along Langley Road with community uses to the east.</p>

<p>Site-specific requirements</p>	<p>In addition to meeting the policies in the plan, any developer of this site will be required to provide the following:</p> <ul style="list-style-type: none"> • A housing scheme subject to the existing use being re-provided off site in a location accessible to the community, prior to redevelopment, or a mixed-use scheme incorporating ground floor community uses. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment. • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
<p>Opportunities</p>	<ul style="list-style-type: none"> • This plot lends itself to a well-designed scheme that makes a positive contribution to the wider street scene. • Improvements for pedestrian access and public realm, linking the site to nearby services with active and sustainably travel options.
<p>Delivery Timeframe</p>	<p>2033-2037 (years 11-15)</p>


ST2/006 (Builders Yard, Gresham Road)

Site Information	
Site ID	ST2/006
Site name/ address	Builders Yard, Gresham Road, Staines, TW18 2BE
Site area (ha)	1.36
Location	Urban area Previously developed land
Ward	Staines
Proposed Allocation	Residential (C3): 343 units (approx.)
	
Site description & existing use	The site houses an existing builder's yard, with a large warehouse fronting onto Gresham Road. The site has a small amount of residential development to the south, mixed with commercial units. The train line bounds the northern and western boundaries with some residential properties and a large church to the east on Gresham Road. The site is on the periphery of Staines Town Centre with retail uses to the northwest.
Site-specific requirements	In addition to meeting the policies in the plan, any developer of this site will be required to provide the following:

	<ul style="list-style-type: none"> • A well-designed scheme that has a positive relationship with nearby town centre uses and residential properties. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment; • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
Opportunities	<ul style="list-style-type: none"> • This plot at the edge of the town centre lends itself to a high-quality scheme that makes a positive contribution to the wider street scene. • Improvements for pedestrian access and public realm, linking the site to nearby services with active and sustainably travel options.
Delivery Timeframe	2033-2037 (years 11-15)


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ST3/012 (Staines Telephone Exchange, Fairfield Avenue)

Site Information	
Site ID	ST3/012
Site name/ address	Staines Telephone Exchange, Fairfield Avenue, TW18 4AB
Site area (ha)	0.59
Location	Urban area Previously developed land
Ward	Staines
Proposed Allocation	Residential (C3): 180 units (approx.)
	
Site description & existing use	The site is currently occupied by Telephone Exchange buildings ranging from 3 to 12 storeys in height. A large area of hardstanding is also present on the northern part of the site. The surrounding area is urban in character with a mix of residential and commercial uses present. The Renshaw Estate is located west, with residential development to the south of the site. Further residential development is located north and east of the site with offices present to the southeast.
Site-specific requirements	In addition to meeting the policies in the plan, any developer of this site will be required to provide the following:

	<ul style="list-style-type: none"> • A well-designed scheme that has a positive relationship with nearby town centre uses and residential properties. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment. • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
Opportunities	<ul style="list-style-type: none"> • This plot at the edge of the town centre lends itself to a high-quality scheme that makes a positive contribution to the wider street scene. • Improvements for pedestrian access and public realm, linking the site to nearby services with active and sustainably travel options.
Delivery Timeframe	2033-2037 (years 11-15)

ST4/009 (Elmsleigh Centre and Adjoining Land, South Street)

Site Information	
Site ID	ST4/009
Site name/ address	Elmsleigh Centre and Adjoining Land, South Street, Staines, TW18 4QF
Site area (ha)	5.15
Location	Urban area Previously developed land
Ward	Staines
Proposed Allocation	Residential (C3): 850 units (approx.) Retail/Commercial town centre uses (Class E)
	
Site description & existing use	The site is located to the south of the High Street with the A308/Thames Street wrapping around the west, south and east of the site. The site is currently occupied by the Elmsleigh shopping centre, Staines bus station, multi-storey car parks and service areas. A surface car park is present to the east with retail units to the north and the Two Rivers Shopping Centre further north.

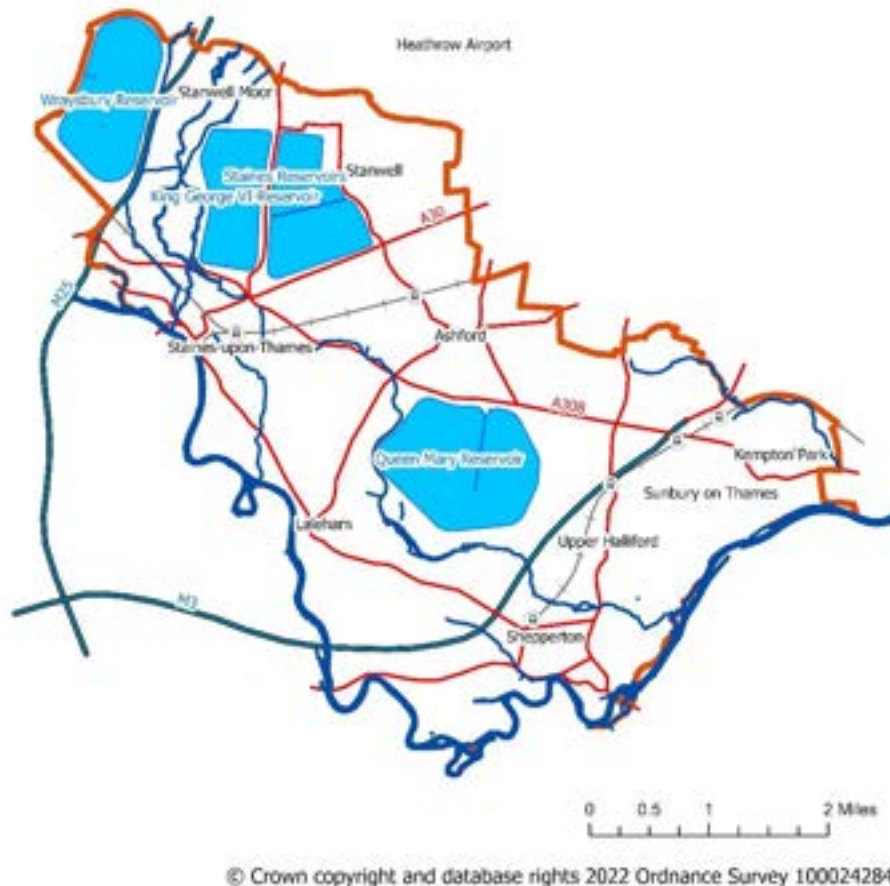
	The surrounding area is predominantly commercial as the site is located within the Borough's primary shopping area.
Site-specific requirements	<p>In addition to meeting the policies in the plan, any developer of this site will be required to provide the following:</p> <ul style="list-style-type: none"> • A mixed residential and commercial development that provides an active street frontage. • If required, reconfigure the existing bus station or relocate to a suitable town centre location to ensure the continuity of bus services within Staines. • A well-designed scheme that has a positive relationship with nearby town centre uses. • Retention of the museum, library and community centre on site, or relocation to a suitable alternative town centre location. • Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment. • Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms. • Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible.
Opportunities	<ul style="list-style-type: none"> • This plot within the town centre lends itself to a high-quality scheme that makes a positive contribution to the wider street scene. • Provide positive benefits in terms of landscape and townscape character and local distinctiveness. • Improvements for pedestrian access and public realm, linking the site to nearby services with active and sustainably travel options.
Delivery Timeframe	2033-2037 (years 11-15)

12. Monitoring

- 12.1 [For the Draft version of the plan the monitoring can be found in the main body of the document adjacent to the relevant policy].

13. Appendix

Appendix A: Spatial Portrait

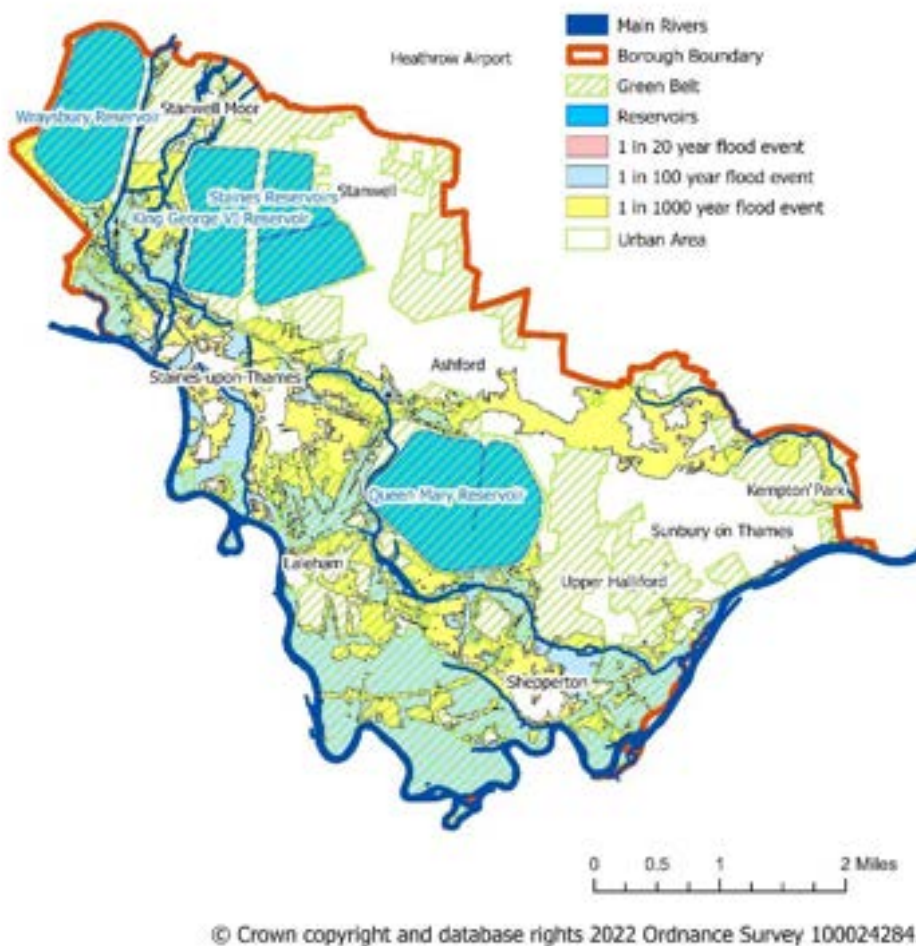


Maps 2: Borough of Spelthorne

- 13.1 Spelthorne is located where the continuous built-up area of London gives way to a more dispersed pattern of urban areas and villages. The urban area of the Borough occupies about 35% of the total area. The larger part of the urban area of the Spelthorne lies across the middle of the Borough from east to west. Stanwell, Ashford and Sunbury comprise a continuous urban area with no separation by open land and there is only a small gap between Staines and Ashford. The settlements of Stanwell Moor, Laleham, Shepperton, Upper Halliford and Charlton Village are separate urban areas albeit by only small distances. There is a clear belt of open land separating the urban areas of Spelthorne from outer London.
- 13.2 Land outside the urban area covers about 65% of the Borough and is designated as Green Belt. It is part of the Metropolitan Green Belt surrounding London and has an important strategic role in containing the outward spread of the capital and providing a belt of open land for air and exercise. Locally the Green Belt serves not only to contribute to the wider strategic function but also separates existing settlements

within the Green Belt and maintaining their distinct physical identity and character. Within the Green Belt in Spelthorne are five major water supply reservoirs and a water treatment works at Ashford Common. Some areas of the Green Belt need some environmental improvement.

- 13.3 Spelthorne adjoins the River Thames and is crossed by two tributaries, the Ash and the Colne. The Borough is flat and low lying and consequently liable to flood. About 20% of the urban area is liable to flood in a 1 in 100 year flood event or surrounded by flood water and over 49% of the urban area would be flooded in a 1 in 1000 year event. Flood risk is a very serious threat with some 5,600 homes within the 1 in 100 flood risk area. The flood risk area affects the south and west edges of the Borough, including large parts of Staines and Shepperton and limits the scope for further development. The Environment Agency is currently developing proposals to reduce flood risk in Spelthorne and adjoining Boroughs.
- 13.4 Map 2 shows the area of Green Belt and flood plain in the Borough and the extent to which together they act as a constraint on development.



Maps 3: Green Belt and Flood Risk areas in Spelthorne

- 13.5 The whole of the Borough is designated as an Air Quality Management Area (AQMA) because of poor air quality. Traffic is the predominant source of air pollution in Spelthorne although traffic levels were reduced in 2020 due to the Covid-19 pandemic. The primary pollutants are nitrogen dioxide (NO₂) and particulates (PM₁₀) which result from traffic. There are elevated concentrations of NO₂ pollution in parts of Staines, around the Sunbury Cross junction of the A316/M3 at Sunbury and along the strategic roads including the A308. Close to the airport in the north of the Borough there are elevated concentrations of NO₂ due to freight traffic including HGVs.
- 13.6 Due to the Borough's close proximity to the airport, it experiences air pollution and other environmental impacts. Pre pandemic, over 92% of Heathrow employees who live in the Borough reached the airport by car rather than public transport which highlights poor connectivity. Undoubtedly the Borough is also affected by activities related to the operation of the airport and its associated businesses, such as logistics and distribution, which impact on air quality, the environment and the efficiency of the local and strategic road network. The 2021 Air Quality Annual Status Report was published in October 2021 and reviews monitoring data for 2020 and over a 5 year period. It is available on the Council's website⁶⁴.
- 13.7 Heathrow Airport, the UK's main and busiest airport lies immediately north of the Borough of Spelthorne. Currently, the proposed expansion plans which entailed major changes to the layout of the airport and the infrastructure surrounding it, faces uncertainty despite the Supreme Court's ruling in 2020 that the proposed expansion can go ahead and would not be unlawful. A possible expansion at Heathrow has been delayed given the impacts of COVID-19, however, it is anticipated that permission through a DCO or smaller scale expansion plans based on a two-runway scenario will be pursued by Heathrow at such a point that post-pandemic aviation recovery makes proposals viable.
- 13.8 Heathrow Airport is an important contributor to the local economy as 7% of Spelthorne's population works at the airport which is around 3525 people.⁶⁵ There is also a concentration of airport supporting facilities (related developments and activities), including freight forwarding services to the north of the Borough. Therefore, a future expansion at Heathrow in whatever form it takes, is likely to have several potential impacts, both direct and indirect, on Spelthorne. This could include pollution and impacts on road capacity and traffic flows especially in the north of the Borough. Although the Council has generally scaled back its collaborative work on the Heathrow expansion, it's involvement in other pieces of work, such as changes to flight paths, is still ongoing.
- 13.9 In the north of the Borough there are areas suffering high levels of noise from Heathrow Airport, in particular at Stanwell Moor and the northern part of Stanwell. Housing development in the most affected areas is restricted to one for one replacement only. The northern part of Stanwell Moor also has part of the public safety zone for the west end of the southern runway affecting it.
- 13.10 Spelthorne has about 43,100 dwellings⁶⁶ and a relatively high level of owner occupation with only a 12.4% social housing stock. It has a higher proportion of

⁶⁴ <https://www.spelthorne.gov.uk/article/17839/Air-quality-reports>

⁶⁵ <https://www.heathrow.com/content/dam/heathrow/web/common/documents/company/local-community/being-a-better-neighbour/Community-Investment-infographic-Spelthorne-2018.pdf>

⁶⁶ [Department for Levelling Up, Housing and Communities \(2020\) Live tables on dwelling stock \(including vacants\) - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/statistics/live-tables-on-dwelling-stock-including-vacants)

semi-detached and terraced properties and flats than the rest of Surrey. The mix of dwellings results in a higher prevailing density of housing than found in the rest of Surrey and more akin to that found in adjoining London Boroughs.

- 13.11 House prices in Spelthorne are relatively high. There are in excess of 2,802⁶⁷ people on the Spelthorne Housing Register 2021 and an on-going need for affordable housing.
- 13.12 Spelthorne’s population is slightly older and its average household size slightly smaller than the national average. It has a relatively small ethnic minority population (12.7%), of which the largest group is Indian 4.2%)⁶⁸. Almost 30% of households in Spelthorne are single person households yet around 40%⁶⁹ of the housing stock is three bedrooms or larger. Future extra care demand for Spelthorne has been calculated as 320 units by 2035 (2019 data)⁷⁰.
- 13.13 A relatively high proportion of the population is “economically active” (either in work or seeking work). The total unemployment rates from February 2020, just before COVID-19 affected the country to January 2021 have jumped significantly as illustrated in table 1.

Table 1: Unemployment rates Feb 2020 - Jan 2021

	Spelthorne	Surrey	Great Britain	South East
Feb-20	1.7	1.2	3.0	2.1
Jan-21	5.6	4.0	6.2	5.1

- 13.14 A further considerable number of the Spelthorne population have businesses or are employed by the supply chain that serves Heathrow. As per Appendix 3: Update Report to Audit Committee on the Impact of Covid-19 on the Spelthorne Economy, the number of unemployed in Spelthorne has increased by 328%, see table 2⁷¹ for worst impacted wards.

Table 2: Ward unemployment rates Feb 2020 - Jan 2021

⁶⁷ <https://www.spelthorne.gov.uk/AMR>

⁶⁸ <https://www.surreyi.gov.uk/2011-census/ethnicity/>

⁶⁹ <https://www.surreyi.gov.uk/2011-census/household-composition/>

⁷⁰ https://www.surreycc.gov.uk/_data/assets/pdf_file/0014/214115/AwCS-Commissioning-Statement-for-Spelthorne-BC-April-2019.pdf

⁷¹ <https://democracy.spelthorne.gov.uk/documents/s32894/Appendix%203%20Update%20Report%20to%20Audit%20Committee%20on%20the%20Impact%20of%20Covid%2019%20on%20the%20Spelthorne%20Economy.pdf>

	Spelthorne	Stanwell North	Ashford North & Stanwell South	Sunbury Common	Staines	Ashford Common	Ashford Town
Feb-20	1,050	155	125	130	95	70	70
Jan-21	3,450	430	370	370	350	270	270

- 13.15 The Spelthorne Retail Study 2018⁷² shows there is scope for further significant growth in shopping provision in the period to 2035 in Staines, particularly in non-food retailing. Staines is seen as the best location in both market demand and in accessibility terms. There is physical scope for further major expansion adjoining the Elmsleigh Centre. Without growth Staines is likely to lose an increasing proportion of retail expenditure to centres outside the Borough.
- 13.16 The Retail Studies⁷³ showed Ashford, Shepperton and Sunbury Cross were well-used by their local communities and the need to maintain their role. There is no scope for significant expansion but opportunities for improvement need to seek to maintain their role. Local parades provide convenient shopping facilities for local communities and are important.
- 13.17 There are some relatively small areas of deprivation based in parts of Stanwell, Staines, Ashford and Sunbury Common. This information comes from the Index of Multiple Deprivation (IMD) 2016/2019⁷⁴ which uses a bundle of issues to create a score. For these small pockets of deprivation the main issues are low income, lack of or poor employment, poor education and skills and crime and disorder. Income, education and employment are inextricably linked.
- 13.18 Spelthorne contains areas of national and international significance for nature conservation. Most of its major reservoirs form part of the South West London Waterbodies Special Protection Area, in recognition of their international significance as a habitat for two particular birds. Additionally the Staines Commons form a substantial Site of Special Scientific Interest (SSSI), which means they are of national importance for nature conservation as well as an important historic landscape. There are also smaller SSSIs and other areas of local nature conservation importance in the Borough.
- 13.19 Spelthorne sits on river gravels, which are an important mineral resource. The open areas of the Borough contain a mixture of past workings most of which have been restored to varying standards including some schemes that have created new habitats and landscapes. Most mineral extraction sites are filled with inert material. Minerals and Waste disposal planning is the responsibility of the County Council and subject to a separate Local Development Framework.

⁷² https://www.spelthorne.gov.uk/media/18156/Retail-and-Town-Centre-Study-Update-2018/pdf/Retail_and_Town_Centre_Study_Update_2018.pdf?m=637372326981470000

⁷³ https://www.spelthorne.gov.uk/media/18156/Retail-and-Town-Centre-Study-Update-2018/pdf/Retail_and_Town_Centre_Study_Update_2018.pdf?m=637372326981470000

⁷⁴ <https://www.surreyi.gov.uk/dataset/v81k7/index-of-multiple-deprivation-2019>

- 13.20 Recreation is a significant land use in the Borough, including formal sporting sites such as Kempton Park racecourse, sailing on reservoirs and lakes, three golf courses and various parks and sports grounds as well as informal recreation including common land. The River Thames and its towpath define about 50% of the Borough boundary and attract people from a wider area as well as being an important environmental amenity.
- 13.21 Spelthorne Borough Council has declared a Climate Emergency for the Borough. We have committed to work with the local community and all other relevant partner agencies to support making the Borough carbon neutral as soon as practically possible. The Council will also need to work with the Local Government Association and leading environmental Non-Government Organisations to ensure we can learn from 'best practises' in mitigating the effects of climate change and to seek funding opportunities from various sources including central Government.
- 13.22 Earlier in the year Spelthorne Borough Council launched a dedicated member task group with the sole aim of tackling climate change as quickly as possible by developing a strategy and action plan. This Council intends to accelerate its efforts by introducing greener buildings, transportation, greener investments and increasing renewable energy. You can find more information at www.spelthorne.gov.uk/goingggreen.

The following sections describe different parts of the Borough.

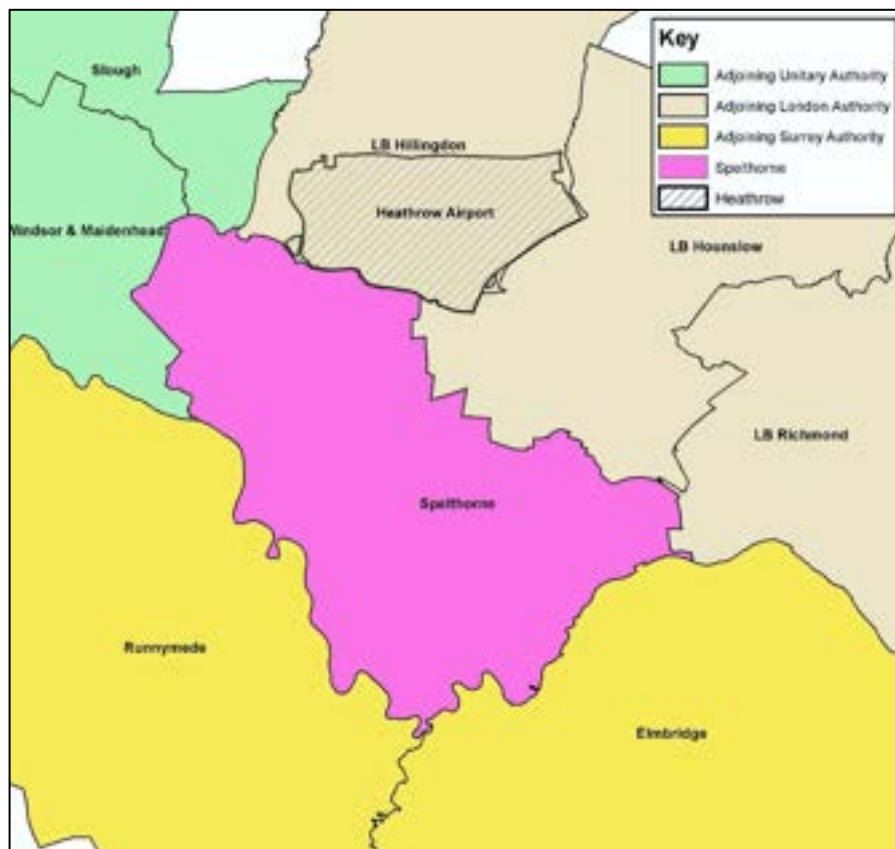
- 13.23 **Staines-upon-Thames** is Spelthorne's major shopping centre with a catchment area covering the whole Borough and adjoining areas to the west and south. It is also the main commercial centre in the Borough. It benefits from Two Rivers shopping centre and the Elmsleigh Centre in addition to the High Street. The main residential area of Staines are to the east and south of the town centre.
- A distinctive feature of the area north and east of Staines is the extensive areas of Common Land, notably Staines Moor and Shortwood Common. These are of historic as well as amenity and nature conservation value.
- 13.24 **Ashford** lies in the centre of the Borough and forms its largest residential area. Its town centre is linear in character and is surrounded by adjoining residential areas. It primarily serves local needs. Ashford has a number of commercial areas some in close proximity to housing and accessed through residential areas; the largest is at Littleton Road/Ashford Road. Ashford Hospital provides a hospital services and is also a major employer. Ashford has a shortage of open space in some locations.
- 13.25 **Stanwell** runs north from Ashford to the boundary with Heathrow. While it has an historic village centre in the north of the Stanwell area it was mostly developed down to the A30 in the immediate post war years. In comparison with the rest of Spelthorne, parts of Stanwell suffer from relatively high levels of social deprivation. Heathrow has a substantial impact on the northern part of Stanwell due to noise disturbance and the impact of airport related development, although stretches of open land between parts of Stanwell and the airport help to maintain a separate identity for the community.
- 13.26 **Stanwell Moor** is a separate village to the west of Stanwell. It is surrounded by open land and maintains a distinct identity. It lies partly under the flight path from the airport's southern runway and is severely affected by aircraft noise.

- 13.27 **Sunbury** lies at the eastern end of the Borough. It is split in two by the M3. Junction 1 of the motorway is at Sunbury Cross, which was developed in the 1970s to include several high rise commercial and residential buildings and a shopping centre adjacent to which a large Tesco superstore was added in the early 1990s. The Sunbury Common area north of the M3 includes the Borough's largest industrial estate at Windmill Road and another significant commercial area at Hanworth Road, both of which contain a mixture of traditional and modern premises. It also contains a major BP office and research facility. Lower Sunbury is a large residential area to the south of the M3. Parts of Sunbury have relatively higher levels of deprivation compared to the rest of the Borough. There is a particular concentration of poorer air quality around the Sunbury Cross Junction at Sunbury
- 13.28 **Shepperton** is a distinct settlement in the southern part of the Borough. It is primarily residential with a significant local shopping centre and a business park. Its major commercial site is Shepperton Studios, which lies in the north western part of the built up area.
- 13.29 Other smaller communities include Charlton Village, Laleham and Upper and Lower Halliford.

Summary of issues

- 13.31 Many of the issues faced by the Borough are also common to authorities in the wider area such as high house prices, strong economy, traffic congestion, a strong desire to protect and enhance the environment and maintaining the role of town and local centres. There are also issues facing all authorities including matters relating to climate change.
- 13.32 There are however in addition particular issues facing Spelthorne. These are:
- Meeting future development requirements within a limited urban area which is constrained by significant flood risks
 - Reducing the extent of flood risk
 - Improving air quality
 - Meeting the particular need for affordable housing
 - Noise from Heathrow
- 13.33 In addition to these major local issues there are other matters of local significance and include housing for a growing elderly population, growth in need for smaller dwellings, supporting initiatives to increase the skills of the work force, risks within the public safety zone, the environmental and visitor issues relating to the River Thames and balancing the demands for housing with other uses of land.
- 13.34 Some issues apply to the Borough as a whole such as affordable housing and others to particular areas e.g. flooding, air quality, focussing development on urban areas and the role of existing centres.

Spelthorne and adjoining authorities



Maps 4: Spelthorne and adjoining local authority areas

- Spelthorne's main towns are Ashford, Shepperton, Staines-upon-Thames, Stanwell and Sunbury-on-Thames (Sunbury Cross), with Staines being the main commercial and retail centre.
- Charlton Village, Laleham, Littleton, Lower Sunbury, Upper Halliford and Stanwell Moor comprise the Borough's villages.
- The proximity of Heathrow has a major influence on the Borough in terms of employment, housing and traffic.
- The M3 motorway is a major strategic transport route, which crosses through the southern part of the Borough with Junction 1 situated at Sunbury-on-Thames. The M25 runs north/south along the western periphery of the Borough with Junction 13 at Staines-upon-Thames.
- You can find further information about Spelthorne's statistics in the Authority Monitoring Report 2021 which is available at: www.spelthorne.gov.uk/AMR

Key Challenges

- Ensure we can allocate sufficient land to meet our housing need sustainably, including the provision of affordable homes and the needs of specific communities
- Maintain and intensify employment land, anticipating growth in the Borough, including additional growth from an expanded Heathrow Airport
- Plan for the necessary infrastructure, such as schools, roads and healthcare, to support our future population
- Protect our valuable open spaces, recreation and leisure facilities and biodiversity sites, including the River Thames and waterbodies
- Preserve the Green Belt where it is performing well against the purposes it was designated for
- Enhance the character of our towns and villages, including the vitality of our shopping areas
- Manage further risk of flooding and prevent or mitigate harm from environmental impacts such as poor air quality and noise pollution
- Ensure our Borough has the right amount of social, cultural and community facilities, including opportunities to support the arts
- Tackling Climate Emergency for the Borough. The Council's climate change emergency declaration demonstrates our commitment to addressing this major issue for society that hasn't gone away, even with the focus on COVID-19⁷⁵.

⁷⁵ <https://www.spelthorne.gov.uk/article/20185/Spelthorne-declares-climate-emergency7>

Appendix B: Glossary

Affordable housing: Housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with one or more of the following definitions:

a) **Affordable housing for rent:** Meets all of the following conditions: (a) the rent is set in accordance with the Government's rent policy for Social Rent or Affordable Rent, or is at least 20% below local market rents (including service charges where applicable);

(b) the landlord is a registered provider, except where it is included as part of a Build to Rent scheme (in which case the landlord need not be a registered provider); and

(c) it includes provisions to remain at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision. For Build to Rent schemes affordable housing for rent is expected to be the normal form of affordable housing provision (and, in this context, is known as Affordable Private Rent).

b) **Starter homes:** is as specified in Sections 2 and 3 of the Housing and Planning Act 2016 and any secondary legislation made under these sections. The definition of a starter home should reflect the meaning set out in statute and any such secondary legislation at the time of plan-preparation or decision-making. Where secondary legislation has the effect of limiting a household's eligibility to purchase a starter home to those with a particular maximum level of household income, those restrictions should be used.

c) **Discounted market sales housing:** is that sold at a discount of at least 20% below local market value. Eligibility is determined with regard to local incomes and local house prices. Provisions should be in place to ensure housing remains at a discount for future eligible households.

d) **Other affordable routes to home ownership:** is housing provided for sale that provides a route to ownership for those who could not achieve home ownership through the market. It includes shared ownership, relevant equity loans, other low cost homes for sale (at a price equivalent to at least 20% below local market value) and rent to buy (which includes a period of intermediate rent). Where public grant funding is provided, there should be provisions for the homes to remain at an affordable price for future eligible households, or for any receipts to be recycled for alternative affordable housing provision, or refunded to Government or the relevant authority specified in the funding agreement.

Air quality management areas: Areas designated by local authorities because they are not likely to achieve national air quality objectives by the relevant deadlines.

Ancient or veteran tree: A tree which, because of its age, size and condition, is of exceptional biodiversity, cultural or heritage value. All ancient trees are veteran trees. Not all veteran trees are old enough to be ancient, but are old relative to other trees of the same species. Very few trees of any species reach the ancient life-stage.

Ancient woodland: An area that has been wooded continuously since at least 1600 AD. It includes ancient semi-natural woodland and plantations on ancient woodland sites (PAWS).

Archaeological interest: There will be archaeological interest in a heritage asset if it holds, or potentially holds, evidence of past human activity worthy of expert investigation at some point.

Article 4 direction: A direction made under [Article 4 of the Town and Country Planning \(General Permitted Development\) \(England\) Order 2015](#) which withdraws permitted development rights granted by that Order.

Brownfield land: See Previously developed land.

Brownfield land registers: Registers of previously developed land that local planning authorities consider to be appropriate for residential development, having regard to criteria in the Town and Country Planning (Brownfield Land Registers) Regulations 2017. Local planning authorities will be able to trigger a grant of permission in principle for residential development on suitable sites in their registers where they follow the required procedures.

Build to Rent: Purpose built housing that is typically 100% rented out. It can form part of a wider multi-tenure development comprising either flats or houses, but should be on the same site and/or contiguous with the main development. Schemes will usually offer longer tenancy agreements of three years or more, and will typically be professionally managed stock in single ownership and management control.

Climate change adaptation: Adjustments made to natural or human systems in response to the actual or anticipated impacts of climate change, to mitigate harm or exploit beneficial opportunities.

Climate change mitigation: Action to reduce the impact of human activity on the climate system, primarily through reducing greenhouse gas emissions.

Competent person (to prepare site investigation information): A person with a recognised relevant qualification, sufficient experience in dealing with the type(s) of pollution or land instability, and membership of a relevant professional organisation.

Conservation (for heritage policy): The process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance.

Decentralised energy: Local renewable and local low carbon energy sources.

Deliverable: To be considered deliverable, sites for housing should be available now, offer a suitable location for development now, and be achievable with a realistic prospect that housing will be delivered on the site within five years. In particular:

a) sites which do not involve major development and have planning permission, and all sites with detailed planning permission, should be considered deliverable until permission expires, unless there is clear evidence that homes will not be delivered within five years (for example because they are no longer viable, there is no longer a demand for the type of units or sites have long term phasing plans).

b) where a site has outline planning permission for major development, has been allocated in a development plan, has a grant of permission in principle, or is identified on a brownfield register, it should only be considered deliverable where there is clear evidence that housing completions will begin on site within five years.

Design code: A set of illustrated design requirements that provide specific, detailed parameters for the physical development of a site or area. The graphic and written components of the code should build upon a design vision, such as a masterplan or other design and development framework for a site or area.

Design guide: A document providing guidance on how development can be carried out in accordance with good design practice, often produced by a local authority.

Designated heritage asset: A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation.

Developable: To be considered developable, sites should be in a suitable location for housing development with a reasonable prospect that they will be available and could be viably developed at the point envisaged.

Development plan: Is defined in section 38 of the Planning and Compulsory Purchase Act 2004, and includes adopted local plans, neighbourhood plans that have been made and published spatial development strategies, together with any regional strategy policies that remain in force. Neighbourhood plans that have been approved at referendum are also part of the development plan, unless the local planning authority decides that the neighbourhood plan should not be made.

Edge of centre: For retail purposes, a location that is well connected to, and up to 300 metres from, the primary shopping area. For all other main town centre uses, a location within 300 metres of a town centre boundary. For office development, this includes locations outside the town centre but within 500 metres of a public transport interchange. In determining whether a site falls within the definition of edge of centre, account should be taken of local circumstances.

Environmental impact assessment: A procedure to be followed for certain types of project to ensure that decisions are made in full knowledge of any likely significant effects on the environment.

Geodiversity: The range of rocks, minerals, fossils, soils and landforms.

Green infrastructure: A network of multi-functional green and blue spaces and other natural features, urban and rural, which is capable of delivering a wide range of environmental, economic, health and wellbeing benefits for nature, climate, local and wider communities and prosperity.

Habitats site: Any site which would be included within the definition at regulation 8 of the Conservation of Habitats and Species Regulations 2017 for the purpose of those regulations, including candidate Special Areas of Conservation, Sites of Community Importance, Special Areas of Conservation, Special Protection Areas and any relevant Marine Sites.

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

Historic environment: All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora.

Housing Delivery Test: Measures net homes delivered in a local authority area against the homes required, using national statistics and local authority data. The Secretary of State will

publish the Housing Delivery Test results for each local authority in England every November.

International, national and locally designated sites of importance for biodiversity: All international sites (Special Areas of Conservation, Special Protection Areas, and Ramsar sites), national sites (Sites of Special Scientific Interest) and locally designated sites including Local Wildlife Sites.

Local Development Order: An Order made by a local planning authority (under the Town and Country Planning Act 1990) that grants planning permission for a specific development proposal or classes of development.

Local Enterprise Partnership: A body, designated by the Secretary of State for Housing, Communities and Local Government, established for the purpose of creating or improving the conditions for economic growth in an area.

Local housing need: The number of homes identified as being needed through the application of the standard method set out in national planning guidance (or, in the context of preparing strategic policies only, this may be calculated using a justified alternative approach as provided for in paragraph 61 of this Framework).

Local Nature Partnership: A body, designated by the Secretary of State for Environment, Food and Rural Affairs, established for the purpose of protecting and improving the natural environment in an area and the benefits derived from it.

Local planning authority: The public authority whose duty it is to carry out specific planning functions for a particular area. All references to local planning authority include the district council, London Borough council, county council, Broads Authority, National Park Authority, the Mayor of London and a development corporation, to the extent appropriate to their responsibilities.

Local plan: A plan for the future development of a local area, drawn up by the local planning authority in consultation with the community. In law this is described as the development plan documents adopted under the Planning and Compulsory Purchase Act 2004. A local plan can consist of either strategic or non-strategic policies, or a combination of the two.

Main town centre uses: Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).

Major development⁷⁶: For housing, development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more. For non-residential development it means additional floorspace of 1,000m² or more, or a site of 1 hectare or more, or as otherwise provided in the Town and Country Planning (Development Management Procedure) (England) Order 2015.

National trails: Long distance routes for walking, cycling and horse riding.

Natural Flood Management: managing flood and coastal erosion risk by protecting,

⁷⁶ Other than for the specific purposes of paragraphs 176 and 177 of the NPPF (2021)

restoring and emulating the natural ‘regulating’ function of catchments, rivers, floodplains and coasts. Other than for the specific purposes of paragraphs 176 and 177 in this Framework.

Nature Recovery Network: An expanding, increasingly connected, network of wildlife-rich habitats supporting species recovery, alongside wider benefits such as carbon capture, water quality improvements, natural flood risk management and recreation. It includes the existing network of protected sites and other wildlife rich habitats as well as and landscape or catchment scale recovery areas where there is coordinated action for species and habitats.

Neighbourhood plan: A plan prepared by a parish council or neighbourhood forum for a designated neighbourhood area. In law this is described as a neighbourhood development plan in the Planning and Compulsory Purchase Act 2004.

Non-strategic policies: Policies contained in a neighbourhood plan, or those policies in a local plan that are not strategic policies.

Older people: People over or approaching retirement age, including the active, newly-retired through to the very frail elderly; and whose housing needs can encompass accessible, adaptable general needs housing through to the full range of retirement and specialised housing for those with support or care needs.

Open space: All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.

Original building: A building as it existed on 1 July 1948 or, if constructed after 1 July 1948, as it was built originally.

People with disabilities: People have a disability if they have a physical or mental impairment, and that impairment has a substantial and long-term adverse effect on their ability to carry out normal day-to-day activities. These persons include, but are not limited to, people with ambulatory difficulties, blindness, learning difficulties, autism and mental health needs.

Planning condition: A condition imposed on a grant of planning permission (in accordance with the Town and Country Planning Act 1990) or a condition included in a Local Development Order or Neighbourhood Development Order.

Planning obligation: A legal agreement entered into under section 106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal.

Playing field: The whole of a site which encompasses at least one playing pitch as defined in the Town and Country Planning (Development Management Procedure) (England) Order 2015.

Previously developed land: Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or was last occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill, where provision for restoration has been made through development management procedures; land in built-up areas such as residential gardens, parks, recreation grounds and allotments; and land that

was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape.

Primary shopping area: Defined area where retail development is concentrated.

Priority habitats and species: Species and Habitats of Principal Importance included in the England Biodiversity List published by the Secretary of State under section 41 of the Natural Environment and Rural Communities Act 2006.

Ramsar sites: Wetlands of international importance, designated under the 1971 Ramsar Convention.

Renewable and low carbon energy: Includes energy for heating and cooling as well as generating electricity. Renewable energy covers those energy flows that occur naturally and repeatedly in the environment - from the wind, the fall of water, the movement of the oceans, from the sun and also from biomass and deep geothermal heat. Low carbon technologies are those that can help reduce emissions (compared to conventional use of fossil fuels).

Self-build and custom-build housing: Housing built by an individual, a group of individuals, or persons working with or for them, to be occupied by that individual. Such housing can be either market or affordable housing. A legal definition, for the purpose of applying the Self-build and Custom Housebuilding Act 2015 (as amended), is contained in section 1(A1) and (A2) of that Act.

Significance (for heritage policy): The value of a heritage asset to this and future generations because of its heritage interest. The interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting. For World Heritage Sites, the cultural value described within each site's Statement of Outstanding Universal Value forms part of its significance.

Special Areas of Conservation: Areas defined by regulation 3 of the Conservation of Habitats and Species Regulations 2017 which have been given special protection as important conservation sites.

Special Protection Areas: Areas classified under regulation 15 of the Conservation of Habitats and Species Regulations 2017 which have been identified as being of international importance for the breeding, feeding, wintering or the migration of rare and vulnerable species of birds.

Site investigation information: Includes a risk assessment of land potentially affected by contamination, or ground stability and slope stability reports, as appropriate. All investigations of land potentially affected by contamination should be carried out in accordance with established procedures (such as BS10175 Investigation of Potentially Contaminated Sites - Code of Practice).

Site of Special Scientific Interest: Sites designated by Natural England under the Wildlife and Countryside Act 1981.

Spatial development strategy: A plan containing strategic policies prepared by a Mayor or a combined authority. It includes the London Plan (prepared under provisions in the Greater London Authority Act 1999) and plans prepared by combined authorities that have been given equivalent plan-making functions by an order made under the Local Democracy, Economic Development and Construction Act 2009 (as amended).

Strategic environmental assessment: A procedure (set out in the Environmental Assessment of Plans and Programmes Regulations 2004) which requires the formal environmental assessment of certain plans and programmes which are likely to have significant effects on the environment.

Strategic policies: Policies and site allocations which address strategic priorities in line with the requirements of Section 19 (1B-E) of the Planning and Compulsory Purchase Act 2004.

Supplementary planning documents: Documents which add further detail to the policies in the development plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. Supplementary planning documents are capable of being a material consideration in planning decisions but are not part of the development plan.

Sustainable transport modes: Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra low and zero emission vehicles, car sharing and public transport.

Town centre: Area defined on the local authority's policies map, including the primary shopping area and areas predominantly occupied by main town centre uses within or adjacent to the primary shopping area. References to town centres or centres apply to city centres, town centres, district centres and local centres but exclude small parades of shops of purely neighbourhood significance. Unless they are identified as centres in the development plan, existing out-of-centre developments, comprising or including main town centre uses, do not constitute town centres.

Transport assessment: A comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies measures required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport, and measures that will be needed deal with the anticipated transport impacts of the development.

Transport statement: A simplified version of a transport assessment where it is agreed the transport issues arising from development proposals are limited and a full transport assessment is not required.

Travel plan: A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed.

Wildlife corridor: Areas of habitat connecting wildlife populations.

Windfall sites: Sites not specifically identified in the development plan.

Appendix C: List of Evidence

- Strategic Housing Market Assessment (SHMA)
- Strategic Land Availability Assessment (SLAA)
- Housing Trajectory
- Authority Annual Monitoring Report
- Five Year Housing Land Supply
- Gypsy, Travellers & Travelling Showpeople Accommodation Assessment
- Site Selection Methodology (Preferred Options and updated version following amended strategy)
- Site Assessments
- Employment Land Needs Assessment
- Functional Economic Area Analysis
- Retail and Town Centre Study
- Spelthorne Economic Strategy
- Surrey Hotel Futures (2015)
- Open Space Assessment (Produce an Addendum)
- Playing Pitch Strategy
- Local Green Space Assessment Methodology
- Green Belt Assessment (stage 1, stage 2, stage 3)
- Strategic Highways Assessment
- Infrastructure Delivery Plan – Part 1 and Part 2
- Spelthorne Water Cycle Study
- Strategic Flood Risk Assessment (Draft Interim)
- Sustainability Appraisal (SA) of Local Plan Issues and Options
- Sustainability Appraisal (SA) of Local Plan Preferred Options
- Sustainability Appraisal (SA) of Submission Version of Local Plan
- Sustainability Appraisal/Strategic Environmental Assessment – Scoping Report (2017)
- Habitats Regulations Assessment
- Equalities Impact Assessment (EqIA)

Appendix D: Superseded Policies

New Policies	Superseded Policies (Core Strategy 2009)
Policy DS2: Responding to the climate emergency	None
Policy PS2: Designing places and spaces	Policy EN1: Design of New Development Policy EN2: Replacement and Extension of Dwellings in the Green Belt including Plotland Areas
Policy PS3: Heritage Conservation and Landscape	Policy EN 5 Building of Architectural and Historic Interest Policy EN 6 Conservation Areas, Historic Landscapes, Parks and Gardens Policy EN 8 Protecting and Improving the Landscape and Biodiversity
Policy SP1: Staines-upon-Thames	Policy TC1: Staines Town Centre
Policy SP2: Ashford, Shepperton and Sunbury Cross	Policy TC3: Development in Ashford, Shepperton and Sunbury Cross Policy TC5: Proposals for Retail Development Policy CO2: Provision of Infrastructure for New Development
Policy SP3: Stanwell and Stanwell Moor	None
Policy SP4: Green Belt	Policy EN2: Replacement and Extension of Dwellings in the Green Belt including Plotland Areas
Policy SP5: Colne Valley Regional Park	None
Policy SP6: River Thames and its Tributaries	Policy EN9: River Thames and its Tributaries Policy EN10: Recreational Use of the River Thames
Policy SP7: Heathrow Airport	Policy EN11 (Development and Noise) EN12: Noise from Heathrow Airport EN14: Hazardous Development
Policy EC1: Meeting Employment Needs	SP3: Economy and Employment Land Provision EM1: Employment Development Policy EM2: Employment Development on Other Land
Policy EC2: Retail Needs	Policy TC1: Staines Town Centre Policy TC2: Staines Town Centre Shopping Frontage Policy TC3: Development in Ashford, Shepperton and Sunbury Cross Centres Policy TC5: Proposals for Retail Development

Policy EC3: Local Centres, Shopping Parades and Isolated Retail Units	Policy TC4: Local Shopping Centres and Parades Policy CO1: Providing Community Facilities
Policy EC4: Leisure and Culture	None
Policy E1: Green and Blue Infrastructure	EN7 - Tree Protection EN8 – Protecting and Improving the Landscape and Biodiversity
Policy E2: Biodiversity	EN7 - Tree Protection EN8 – Protecting and Improving the Landscape and Biodiversity
Policy E3: Managing Flood Risk	Policy LO1: Flooding
Policy E4: Environmental Protection	Policy EN3 (Air Quality) Policy EN11 (Development and Noise) Policy EN12 (Noise from Heathrow) Policy EN13 (Light Pollution) Policy EN15 (Development affecting Contaminated Land)
Policy E5: Open Space and Recreation	Policy CO3: Provision of Open Space for New Development Policy EN4: Provision of Open Space and Sport and Recreation Facilities
Policy H1: Homes for All	Policy HO1: Providing for New Housing Development Policy HO4: Housing Size and Type Policy HO5: Density of Housing Development Policy HO6: Sites for Gypsies and Travellers Policy HO7: Sites for Travelling Showpeople
Policy H2: Affordable Housing	Policy HO3: Affordable Housing
Policy H3: Gypsy, Traveller & Travelling Showpeople Pitches and Plots	Policy HO6: Sites for Gypsies and Travellers Policy HO7: Sites for Travelling Showpeople
Policy ID1: Infrastructure and delivery	Policy CO1: Providing Community Facilities Policy CO2: Provision of Infrastructure for New Development
Policy ID2: Sustainable Transport for New Developments	Policy CO2: Provision of Infrastructure for New Development Policy CC2: Sustainable Travel Policy CC3: Parking Provision