

Table of amendments proposed to the draft SA/SEA Scoping Report

New text is highlighted in red and deleted text is ~~crossed through~~

Para	Original Text	Proposed Text	Reason
Foreword	<p>The Runnymede 2040 Local Plan will set out the quantum of development expected to come forward within Runnymede up to 2040 including housing, employment and retail development as well as allocating land for development. It will also contain the policies against which individual planning applications will be considered and along with other plans such as Neighbourhood Plans and the Minerals and Waste Plans for Surrey form the Development Plan for the Runnymede area.</p> <p>The 2040 Local Plan will be built on a review and where necessary an update of the 2030 Local Plan in accordance with paragraph 33 of the National Planning Policy Framework (NPPF) 2021 which requires that local plans and spatial development strategies be reviewed to assess whether they need updating at least once every five years.</p> <p>In reviewing the 2030 Local Plan, the Council may update or roll forward some, all or none of the policies/allocations of the 2030 Local Plan depending on whether they are still necessary and up to date and can if it wishes to do so, introduce new policies.</p> <p>Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA) are now an integral part of producing planning documents. The</p>	<p>The Runnymede 2040 Local Plan will set out the quantum of development expected to come forward within Runnymede up to 2040 including housing, employment and retail development as well as allocating land for development. It will also contain the policies against which individual planning applications will be considered and along with other plans such as Neighbourhood Plans and the Minerals and Waste Plans for Surrey form the Development Plan for the Runnymede area.</p> <p>The 2040 Local Plan will be built on a review and where necessary an update of the 2030 Local Plan in accordance with paragraph 33 of the National Planning Policy Framework (NPPF) 2021 which requires that local plans and spatial development strategies be reviewed to assess whether they need updating at least once every five years.</p> <p>In reviewing the 2030 Local Plan, the Council may update or roll forward some, all or none of the policies/allocations of the 2030 Local Plan depending on whether they are still necessary and up to date and can if it wishes to do so, introduce new policies.</p> <p>Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA) are now an</p>	To delete reference to consultation process which has been completed.

	<p>purpose of SA/SEA is to consider the likely economic, social and environment effects of implementing a plan or programme and any reasonable alternatives, taking into account the objectives and geographical scope of the plan or programme.</p> <p>This SA/SEA Scoping Report of the 2040 Local Plan is the first stage of SA/SEA. In essence this report will: Identify other relevant plans, policies and programmes and their key messages/objectives; collect and review sustainability and environmental baseline data and trends; identify any social, economic and environmental issues and problems; and set out the SA/SEA objectives and the Sustainability Framework for future iterations.</p> <p>This SA/SEA Scoping Report is open to consultation from Friday 22nd April to Friday 27th May 2022. Any comments should preferably be returned by e-mail to</p> <p>planningpolicy@runnymede.gov.uk or alternatively can be posted to: - Planning Policy and Economic Development Runnymede Borough Council Runnymede Civic Centre Station Road Addlestone Surrey KT15 Please note, comments will be publicly available and cannot be treated as confidential. Details of addresses and telephone numbers will not be</p>	<p>integral part of producing planning documents. The purpose of SA/SEA is to consider the likely economic, social and environment effects of implementing a plan or programme and any reasonable alternatives, taking into account the objectives and geographical scope of the plan or programme.</p> <p>This SA/SEA Scoping Report of the 2040 Local Plan is the first stage of SA/SEA. In essence this report will:-</p> <p>Identifies other relevant plans, policies and programmes and their key messages/objectives; Collects and reviews sustainability and environmental baseline data and trends; identifies any social, economic and environmental issues and problems; and Sets out the SA/SEA objectives and the Sustainability Framework for future iterations.</p> <p>This SA/SEA Scoping Report is open to consultation from Friday 22nd April to Friday 27th May 2022. Any comments should preferably be returned by e-mail to</p> <p>planningpolicy@runnymede.gov.uk or alternatively can be posted to:- Planning Policy and Economic Development Runnymede Borough Council Runnymede Civic Centre Station Road Addlestone Surrey KT15</p>	
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	<p>published on our website but names, organisations and comments will.</p> <p>Your comments and ongoing consultation with key stakeholders will help us to write the 2040 Local Plan and inform future SA/SEA Reports. If you have any queries or require any further information please call the Planning Policy Team on 01932 425131 or email planningpolicy@runnymede.gov.uk</p>	<p>Please note, comments will be publicly available and cannot be treated as confidential. Details of addresses and telephone numbers will not be published on our website but names, organisations and comments will.</p> <p>Your comments and ongoing consultation with key stakeholders will help us to write the 2040 Local Plan and inform future SA/SEA Reports. If you have any queries or require any further information on the SA Scoping Report please call the Planning Policy Team on 01932 425131 or email planningpolicy@runnymede.gov.uk</p>	
Para 1.16	<p>There are five Sites of Special Scientific Interest (SSSI) in the Borough, two of which at Windsor Forest and at Thorpe Park no.1 Gravel Pit have also been designated at an international level and form part of the Windsor Forest & Great Park Special Area of Conservation (SAC) and the South West London Waterbodies Special Protection Area (SPA) and Ramsar. SACs and SPAs were collectively previously known as Natura 2000 sites but are now known as the National Site Network upon the UK exiting the EU. The other three SSSI are Langham Pond at Englefield Green, Thorpe Hay Meadow in Thorpe and part of the Basingstoke Canal in Woodham.</p>	<p>1.16 There are five Sites of Special Scientific Interest (SSSI) in the Borough, two of which at Windsor Forest and at Thorpe Park no.1 Gravel Pit have also been designated at an international level and form part of the Windsor Forest & Great Park Special Area of Conservation (SAC) and the South West London Waterbodies Special Protection Area (SPA) and Ramsar. SACs and SPAs were collectively previously known as Natura 2000 sites but are now known as the National Site Network upon the UK exiting the EU. The other three SSSI are Langham Pond at Egham/Englefield Green, Thorpe Hay Meadow in Thorpe and part of the Basingstoke Canal in Woodham.</p>	<p>To clarify location of SSSI.</p>
Para 1.34	<p>This SA/SEA Scoping Report is open to consultation from X to X. Comments received on this SA/SEA Scoping Report will be considered and fed into future iterations of Sustainability Appraisal where appropriate. The next iteration of SA/SEA will be prepared alongside the 2040 Local</p>	<p>Delete para 1.34</p>	<p>To delete reference to consultation process which has been completed.</p>

	Plan Issues & Options Document which is planned for consultation Autumn 2022.		
Para 3.7	Other SSSI within the Borough not forming part of either a Ramsar, SPA or SAC include part of the Basingstoke Canal, Langham Pond and Thorpe Hay Meadow. Figure 3-1 shows the location of Ramsar, SPA, SAC & SSSI and Figure 3-2 the location of SNCI & LNR sites within the Borough. Table 3-1 shows the current condition of Ramsar/SPA/SAC and SSSI units against their condition in 2012/14 and whether this meets PSA targets.	Other SSSI within the Borough not forming part of either a Ramsar, SPA or SAC include part of the Basingstoke Canal, Langham Pond and Thorpe Hay Meadow. Figure 3-1 shows the location of Ramsar, SPA & SAC & SSSI and Figure 3-2 the location of SSSI , SNCI & LNR sites within the Borough. Table 3-1 shows the current condition of Ramsar/SPA/SAC and SSSI units against their condition in 2012/14 and whether this meets PSA targets.	To clarify features on Figures 3-1 and 3-2.
Figure 3-2	N/A	Add Figure 3-2 to show location of SSSI, SNCI and Local Nature Reserves.	To add map of SSSI, SNCI and LNRs
Para 3.9	Whilst designated sites are important, other habitats and species which are not designated are also valued such as priority habitats, ancient woodland and biodiversity opportunity areas. The Borough contains approximately 201 hectares of ancient semi natural woodland and approximately 111 hectares of replanted woodland or ancient woodland. Surrey is the most wooded county in Great Britain with 22% of woodland, compared to a UK average of 12.6% and England average or 10.5% .	3.9 Whilst designated sites are important, other habitats and species which are not designated are also valued such as priority habitats, ancient woodland, and biodiversity opportunity areas and green corridors . The Borough contains approximately 201 hectares of ancient semi natural woodland and approximately 111 hectares of replanted woodland or ancient woodland. Surrey is the most wooded county in Great Britain with 22% of woodland, compared to a UK average of 12.6% and England average or 10.5% .	Add reference to green corridors
New Para 3.16 & 3.17	N/A	Green and blue corridors play an important role in the movement of wildlife by allowing the migration of species between habitats which in turn supports species resilience. The Borough contains approximately 111ha of identified green/blue corridors which includes the Basingstoke Canal, Wey Navigation, River Thames, Chertsey Bourne and Riverside Walk in Virginia Water. The majority of identified	To add further detail on green/blue corridors and ecosystem services.

		<p>green/blue corridors in Runnymede are also protected by other national/local designations such as SSSI or SNCI. However, there will also be a number of unidentified corridors which play a role in species/habitat connectivity for example, hedgerows and water courses.</p> <p>Taken together, the numerous types of designated sites, habitats and green/blue infrastructure network play a key role in delivering ecosystem services such as food production, materials, flood defence, carbon capture and storage as well as benefitting health and well-being. The green/blue infrastructure network also plays an important role in carbon capture and urban cooling as mitigation for climate change impacts.</p>	
Para 4.1	<p>The baseline population of the Borough as at 2020 currently stands at around 90,449 people split as 49% males and 51% females. This is an increase of 9,939 people from the 2011 census data (10%). The ethnic mix of residents is predominantly white at 89% with the Black and Minority Ethnic (BME) groups at 11%, the largest group of which is Asian or British Asian at 3%. This is a higher BME population than Surrey by 1.4% but lower than England at 14% .</p>	<p>The baseline population of the Borough as at 20210 currently stands at around 90,449 88,100 90,449 people split as 49% males and 51% females. This is an increase of 9,939 7,590 9,939 people from the 2011 census data (+9.4 40%). Whilst not yet published in the 2021 census data, the 2011 data showed the split of people as 49% males and 51% females, with the ethnic mix of residents is predominantly white at 89% with the Black and Minority Ethnic (BME) groups at 11%, the largest group of which is Asian or British Asian at 3%. This is a higher BME population than Surrey by 1.4% but lower than England at 14% .</p>	<p>To update population statistics with Census 2021 data</p>
Para 4.2	<p>The majority of the population are aged between 25 and 64 (51%) which is the same as the 2011 census indicating that the working age population is stable. Runnymede has a higher percentage of people aged under 30 (40%) than Surrey (35%)</p>	<p>Census 2021 data shows the age breakdown of the population in cohorts of 'under 15 years', '15-64 years' and 65+ 'years'. The 15-64 age range roughly corresponds to working age population- The majority of the Runnymede population fall</p>	<p>To update population statistics with Census 2021 data</p>

	<p>which is an increase of 3% since the 2011 Census. The population of those aged 65 and over is 17% which is slightly lower than Surrey at 19%. The population of those aged 85+ is 3% the same as Surrey and an increase of 0.5% from the 2011 Census.</p>	<p>into this cohort at 66.3%, a slight decline from the 2011 census at 67.1%. The majority of the population are aged between 25 and 64 (51%) which is the same as the 2011 census indicating that the working age population is relatively stable. The percentage of the 2021 population under 15 years of age is 16.3% a slight increase on 2011 census data which showed this age range at 16.2%. The percentage of the population aged 65+ is 17.1% an increase on 2011 which showed this age range at 16.7%. Runnymede has a higher percentage of people aged under 30 (40%) than Surrey (35%) which is an increase of 3% since the 2011 Census. The population of those aged 65 and over is 17% which is slightly lower than Surrey at 19%. The population of those aged 85+ is 3% the same as Surrey and an increase of 0.5% from the 2011 Census.</p>																																									
<p>Para 4.3</p>	<p>The Borough has a population density of 10.3 people per hectare compared to 6.3 in Surrey and 4.1 in England.</p>	<p>The Borough's has a population density in 2011 was 10.3 people per hectare compared to 6.3 in Surrey and 4.1 in England. Population density in Runnymede has increased and as at 2021 is now 11.3 people per hectare, compared to 7.2 for Surrey and 4.3 in England.</p>	<p>To update population statistics with Census 2021 data</p>																																								
<p>Table 4-1</p>	<table border="1"> <thead> <tr> <th>Theme</th> <th>Previous Status</th> <th>Current Status</th> <th>Trend</th> </tr> </thead> <tbody> <tr> <td>Total Population</td> <td>80,510</td> <td>90,449</td> <td>↑ 10%</td> </tr> <tr> <td>Population >30</td> <td>37%</td> <td>40%</td> <td>↑ 3%</td> </tr> <tr> <td>Population 25-64</td> <td>51%</td> <td>51%</td> <td>=</td> </tr> <tr> <td>Population 85+</td> <td>2.5%</td> <td>3%</td> <td>↑ 0.5%</td> </tr> </tbody> </table>	Theme	Previous Status	Current Status	Trend	Total Population	80,510	90,449	↑ 10%	Population >30	37%	40%	↑ 3%	Population 25-64	51%	51%	=	Population 85+	2.5%	3%	↑ 0.5%	<table border="1"> <thead> <tr> <th>Theme</th> <th>Previous Status</th> <th>Current Status</th> <th>Trend</th> </tr> </thead> <tbody> <tr> <td>Total Population</td> <td>80,510</td> <td>88,100 90,449</td> <td>↑ 9.4 10%</td> </tr> <tr> <td>Population >15</td> <td>37%</td> <td>16.3 40%</td> <td>↑ 0.6 3%</td> </tr> <tr> <td>Population 15-64</td> <td>51%</td> <td>66.3 51%</td> <td>= ↓ 1%</td> </tr> <tr> <td>Population 55+</td> <td>2.5%</td> <td>17.1 3%</td> <td>↑ 2 0.5%</td> </tr> </tbody> </table>	Theme	Previous Status	Current Status	Trend	Total Population	80,510	88,100 90,449	↑ 9.4 10%	Population >15	37%	16.3 40%	↑ 0.6 3%	Population 15-64	51%	66.3 51%	= ↓ 1%	Population 55+	2.5%	17.1 3%	↑ 2 0.5%	<p>To update population statistics with Census 2021 data</p>
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Para 4.9	<p>The conception rate for under 18's in Runnymede has steadily declined in Runnymede from a peak of 35 out every 1,000 15-17 year old females in 2010 to 6.6 per 1,000 15-17 year old females in 2019. This is lower than the England average at 15.7 per 1,000 15-17 year old females in 2019.</p>	<p>The conception rate for under 18's in Runnymede has steadily declined in Runnymede from a peak of 35 out every 1,000 15-17 year old females in 2010 to 6.6 per 1,000 15-17 year old females in 2019. This is lower than the England average at 15.7 per 1,000 15-17 year old females in 2019.</p> <p>Previous government initiatives and socio-economic factors appear to have influenced decreasing conception rates in the last two decades. In 2018, the government published the Teenage Pregnancy Prevention framework guidance, which aims to prevent unplanned pregnancy and promote healthy relationships among young people in England.</p>	To add context to the trend data.
Para 4.15	<p>The population of Runnymede is growing and the 2011 census showed a population of 80,500 which has increased to around 90,500 in 2020. The 2018 Strategic Housing Market Assessment (SHMA)20 shows an estimated population of 98,727 by 2030 and therefore even in the absence of the plan the population is likely to continue to grow into the future. A growing population is likely to require additional housing and infrastructure and place pressure on existing services and facilities.</p>	<p>The population of Runnymede is growing and the 2011 census showed a population of 80,500 which has increased to around 88,100 90,500 in 20210. The 2018 Strategic Housing Market Assessment (SHMA) shows an estimated population of 98,727 by 2030 and therefore even in the absence of the plan the population is likely to continue to grow into the future. A growing population is likely to require additional housing and infrastructure and place pressure on existing services and facilities.</p>	To update population statistics with Census 2021 data
Para 4.16	<p>The population profile remained relatively static with no change in those aged 25-64, however there was a trend toward a higher proportion of under 30's and slight increase in those of 85+. The general upward trend in life expectancy (aside from the effects of the Covid-19 pandemic) is likely to see an ageing population which may require bespoke services and housing needs. With an ageing population, new employment opportunities would likely need to be filled by people from</p>	<p>The population profile remained relatively static with a slight decrease in the 15-64 year age range no change in those aged 25-64, and slight increase in those aged under 15 and 65+. however there was a trend toward a higher proportion of under 30's and slight increase in those of 85+. The general upward trend in life expectancy (aside from the effects of the Covid-19 pandemic) is likely to see an ageing population which may require bespoke services and housing needs.</p>	To reflect latest Census data

	<p>outside of the Borough leading to increased in-commuting and associated issues with congestion and transport infrastructure. However, this may be offset by the higher proportion of those aged under 30, along with the rise in pensionable age, but these impacts may be over the short-medium rather than longer term.</p>	<p>This is reflected in the slight increase in the 65+ population. With an ageing population, new employment opportunities would likely need to be filled by people from outside of the Borough leading to increased in-commuting and associated issues with congestion and transport infrastructure. However, this may be offset by the higher proportion of those aged under 30, along with the rise in pensionable age, but these impacts may be over the short-medium rather than longer term.</p>	
<p>New para 4.19 & 4.20</p>	<p>N/A</p>	<p>In terms of housing the Runnymede Annual Monitoring Report 2020/21 shows that the mix of market housing delivered since the start of the 2030 Local Plan period is 19% as 3 & 4 bed units, which is below an expectation of 65% of all units to be 3 & 4 beds. For affordable housing, 100% of units were delivered as 1 or 2 bed units where policy expectations are for 65% 1 & 2 beds and 30% for 3 bed units. As such, there appears to be an under delivery of larger market and affordable units.</p> <p>The trend towards delivery of smaller housing units is uncertain as some units will have gained planning permission prior to adoption of the plan or come through permitted development and not subject to housing mix policies. Longer term trends may show a higher delivery of larger units when housing mix policies have had time to bed in, although at this moment in time this is uncertain. As such, the 2040 Plan will need to ensure that housing mix policies are included/retained and reflect up to date evidence of housing needs.</p>	<p>To update baseline in terms of housing mix.</p>

Table 4-2	N/A	<p>Add additional issue/problem for housing mix as follows:</p> <table border="1" data-bbox="1061 296 1720 791"> <tr> <td data-bbox="1061 296 1240 791">Housing development continues to over deliver smaller units</td> <td data-bbox="1240 296 1402 791">Baseline information</td> <td data-bbox="1402 296 1554 791">The Local Plan should include/retain policies for housing mix based on evidence of needs.</td> <td data-bbox="1554 296 1720 791">NPPF Para 62 - the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies.</td> </tr> </table>	Housing development continues to over deliver smaller units	Baseline information	The Local Plan should include/retain policies for housing mix based on evidence of needs.	NPPF Para 62 - the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies.	To add housing mix as an issue/ problem
Housing development continues to over deliver smaller units	Baseline information	The Local Plan should include/retain policies for housing mix based on evidence of needs.	NPPF Para 62 - the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies.				
Para 6.1	Watercourses and lakes are a key characteristic of the Borough, with the River Thames forming the northern and eastern boundary, and the Basingstoke Canal forming the south eastern boundary. The rivers Wey, the Addlestone Bourne and the Chertsey Bourne run through the Addlestone and Chertsey areas of the Borough. Consequently, much of the eastern side of the Borough is subject to flood risk including areas of functional floodplain.	Watercourses and lakes are a key characteristic of the Borough, with the River Thames forming the northern and eastern boundary, and the Rive Ditch Basingstoke Canal forming the south eastern boundary. The rivers Wey, the Addlestone Bourne and the Chertsey Bourne run through the Addlestone and Chertsey areas of the Borough. Consequently, much of the eastern side of the Borough is subject to flood risk including areas of functional floodplain.					
Table 6-3	N/A	Add Thames & Wey Abstraction Strategies in final column of table against issue of 'Runnymede is within an area of serious water stress.'	At request of Environment Agency				

Para 7.6	Air quality results for NO2 from monitoring stations between 2016 and 2020 within Runnymede are shown in Table B-5 in Appendix B. The results show that in some locations air quality is improving and in others deteriorating when comparing 2016 to 2019 (2019 is used for comparison being prior to the Covid-19 pandemic). Exceedance of air quality objectives for NO2 were reported in 2019 at High Street and Wyvern Place in Addlestone, Weir Road and Bridge Road in Chertsey, Vicarage Road in Egham and at the Ottershaw Roundabout.	Air quality results for NO2 from monitoring stations between 2016 and 2020 within Runnymede are shown in Table B-5 in Appendix B. The results show that in some locations air quality is improving and in others deteriorating when comparing 2016 to 2019 (2019 is used for comparison being prior to the Covid-19 pandemic). Exceedance of air quality objectives for NO2 were reported in 2019 at High Street and Wyvern Place in Addlestone, Weir Road and Bridge Road in Chertsey, Vicarage Road in Egham and at the Ottershaw Roundabout. An additional monitoring station was placed on Byfleet Road (Station RY73 – Byfleet & New Haw Station) in June 2021. To date no exceedance of air quality targets for NO2 has occurred at this station.	To update location of air quality monitoring stations																																																																														
Para 8.8	Emissions data on carbon dioxide emissions (from Runnymede over the period 2014 to 2018) is shown in Table 8-1 by sector.	Emissions data on carbon dioxide emissions (from Runnymede over the period 2014 to 2019 8) is shown in Table 8-1 by sector.	To update CO ₂ emissions data following latest government figures																																																																														
Table 8-1	<table border="1"> <thead> <tr> <th>Year</th> <th>Commercial & Industry</th> <th>Domestic</th> <th>Transport</th> <th>Total</th> <th>Total per Capita</th> </tr> </thead> <tbody> <tr> <td>2014</td> <td>169.4</td> <td>152.0</td> <td>124.0</td> <td>445.5</td> <td>5.3</td> </tr> <tr> <td>2015</td> <td>155.6</td> <td>146.6</td> <td>124.1</td> <td>426.3</td> <td>5.0</td> </tr> <tr> <td>2016</td> <td>135.1</td> <td>139.5</td> <td>126.2</td> <td>400.9</td> <td>4.6</td> </tr> <tr> <td>2017</td> <td>122.6</td> <td>129.9</td> <td>123.6</td> <td>376.1</td> <td>4.3</td> </tr> <tr> <td>2018</td> <td>124.1</td> <td>129.9</td> <td>120.5</td> <td>374.5</td> <td>4.3</td> </tr> </tbody> </table>	Year	Commercial & Industry	Domestic	Transport	Total	Total per Capita	2014	169.4	152.0	124.0	445.5	5.3	2015	155.6	146.6	124.1	426.3	5.0	2016	135.1	139.5	126.2	400.9	4.6	2017	122.6	129.9	123.6	376.1	4.3	2018	124.1	129.9	120.5	374.5	4.3	<table border="1"> <thead> <tr> <th>Year</th> <th>Commercial & Industry</th> <th>Domestic</th> <th>Transport</th> <th>Total</th> <th>Total per Capita</th> </tr> </thead> <tbody> <tr> <td>2014</td> <td>169.5</td> <td>152.3</td> <td>118.5</td> <td>440.3</td> <td>5.2</td> </tr> <tr> <td>2015</td> <td>155.0</td> <td>147.4</td> <td>119.1</td> <td>421.5</td> <td>5.0</td> </tr> <tr> <td>2016</td> <td>134.6</td> <td>139.5</td> <td>120.9</td> <td>395.0</td> <td>4.6</td> </tr> <tr> <td>2017</td> <td>122.0</td> <td>130.3</td> <td>118.8</td> <td>371.1</td> <td>4.3</td> </tr> <tr> <td>2018</td> <td>125.2</td> <td>131.0</td> <td>115.3</td> <td>371.5</td> <td>4.2</td> </tr> <tr> <td>2019</td> <td>110.2</td> <td>127.2</td> <td>112.5</td> <td>349.9</td> <td>3.9</td> </tr> </tbody> </table>	Year	Commercial & Industry	Domestic	Transport	Total	Total per Capita	2014	169.5	152.3	118.5	440.3	5.2	2015	155.0	147.4	119.1	421.5	5.0	2016	134.6	139.5	120.9	395.0	4.6	2017	122.0	130.3	118.8	371.1	4.3	2018	125.2	131.0	115.3	371.5	4.2	2019	110.2	127.2	112.5	349.9	3.9	To update CO ₂ emissions data following latest government figures
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Para 8.9	The data shows that emissions per capita in Runnymede fell from a figure of 5.3 tonnes per capita in 2014 to 4.3 tonnes per capita in 2018.	The data shows that emissions per capita in Runnymede fell from a figure of 5.23 tonnes per capita in 2014 to 3.94.3 tonnes per capita in 20198.	To update CO2 emissions data following latest government figures
Para 8.10	The total tonnes of carbon dioxide produced in Runnymede also fell from 445.5 tonnes in 2014 to 374.5 tonnes in 2018 a reduction of 71 tonnes over the 5 year period (16%). The largest contributor to carbon dioxide emissions in Runnymede in 2018 was the domestic sector, followed by commercial & industrial and then transport. In all three sectors the general trend is of falling emissions with domestic and commercial & industrial showing the greatest falls of 15% and 27% respectively.	The total tonnes of carbon dioxide produced in Runnymede also fell from 440.3 445.5 tonnes in 2014 to 349.9 374.5 tonnes in 20198 a reduction of 90.4 71 tonnes over the 65 year period (20.5 46%). The largest contributor to carbon dioxide emissions in Runnymede in 20198 was the domestic sector, followed by transport and then commercial & industrial and then transport. In all three sectors the general trend is of falling emissions with domestic and commercial & industrial showing the greatest falls of 1645% and 3527% respectively.	To update CO2 emissions data following latest government figures
Para 8.11	Emissions from Transport have not fallen as sharply decreasing by only 3%, although in this same period vehicle miles travelled in Surrey have increased from 8,780m in 2014 to 9,079m in 2018. The number of vehicle miles travelled in Surrey in 2020 saw a sharp decrease to 7,104m due to the Covid-19 pandemic, a decrease of 22% on 2018.	Emissions from Transport have not fallen as sharply decreasing by only 53%, although in this same period vehicle miles travelled in Surrey have increased from 8,780m in 2014 to 9,095 9079m in 20198. The number of vehicle miles travelled in Surrey in 2020 saw a sharp decrease to 7,104m due to the Covid-19 pandemic, a decrease of 22% on 20198.	To update CO2 emissions data following latest government figures
Para 9.5	The major local highways within the Borough and wider area include the A30 London Road which runs from the Meadows Gyratory in Camberley to Staines as well as the A320 linking Woking with Junction 11 of the M25 and the A317 which links St Peter's Hospital through to Weybridge and Junction 11 of the M25. The Borough also contains Junction 13 of the M25 at Egham and Junction 2/12 of the M3/M25 at Chertsey.	The major local highways within the Borough and wider area include the A30 London Road which runs from the Meadows Gyratory in Camberley to Staines as well as the A320 linking Woking with Junction 11 of the M25 and the A317 which links St Peter's Hospital through to Weybridge and Junction 11 of the M25. The Borough also contains Junction 13 of the M25 at Egham and Junction 2/12 of the M3/M25 at Chertsey as well as the A318 which links the Brooklands area of	To add reference to the A318.

		Woking to Addlestone and Junction 11 of the M25.	
New para 12.5, 12.6 & 12.7	N/A	<p>Data from the Council's Employment Land Use Database includes information on office and industrial floorspace within the major employment areas in the Borough. At the end of September 2021, the database recorded a total of approximately 525,000sqm of employment floorspace. Of this, approximately 323,000sqm (62%) was in Class E(gi and ii) uses (office and research & development), 25,000sqm (5%) was in Egiii use (light industrial), 24,000sqm (4%) was in B2 use (general industrial) and 152,000sqm (29%) was in B8 use (storage & distribution).</p> <p>The latest Runnymede Annual Monitoring Report 2020/21 shows that since adoption of the 2030 Local Plan there has been an increase of 11,744sqm of employment floorspace. This total is made up from an increase of 18,183sqm in office floorspace set against losses for light industrial (412sqm), general industrial (2,314sqm) and storage & distribution (3,908sqm).</p> <p>Further data from the Council's employment land use database (as at September 2021) identifies total vacant floorspace of 95,811sqm equating to an overall vacancy rate of 18% and within each use class as 25% for office and research & development uses, 10% for light industrial uses, 5% for industrial uses and 8% for storage & distribution.</p>	To update employment baseline.
Para 12.10 to 12.12	Whilst there is some uncertainty as to how fast the economy will recover following the Covid-19 pandemic, it is likely, in the absence of the plan	Whilst there is some uncertainty as to how fast the economy will recover following the Covid-19 pandemic, it is likely, in the absence of the plan	To reflect employment baseline.

	<p>that over the medium to longer term the local economy will continue to grow, given the Borough's accessibility to London and Heathrow, working age population profile and high level of qualifications, continuing to make the Borough a desirable business location. As such, it is likely that the Borough's population will continue to be highly qualified and have access to high earnings with low rates of unemployment compared to other areas.</p> <p>N/A</p> <p>Nevertheless, the 2040 Local Plan should include/retain policies to continue Runnymede's economic success, to ensure sufficient opportunities exist for employment land/floorspace come forward to meet demand and attract inward investment. This may however place pressure on the Green Belt and the 2040 Local Plan will need to balance these competing interests depending on the level of demand/supply of employment land/floorspace.</p>	<p>that over the medium to longer term the local economy will continue to grow, given the Borough's accessibility to London and Heathrow, working age population profile and high level of qualifications, continuing to make the Borough a desirable business location. As such, it is likely that the Borough's population will continue to be highly qualified and have access to high earnings with low rates of unemployment compared to other areas. Nevertheless, the 2040 Local Plan should include/retain policies to continue Runnymede's economic success.</p> <p>The baseline data shows that the amount of vacant employment floorspace in Runnymede has increased since 2015. However, it is uncertain whether this is a long-term trend caused by the Covid-19 pandemic or through a number of other factors e.g. high vacancy rates could be due to sites awaiting redevelopment or are low quality stock etc. Given the limited supply of general industrial floorspace in the Borough (24,000sqm), it is likely that low vacancy rates will continue in the future. Vacancy rates for light industrial and storage & distribution reasonably reflect what might be expected to account for churn in a normal market but the future baseline is considered to be uncertain depending on the longer term impacts of Covid-19 on demand.</p> <p>Nevertheless, the 2040 Local Plan should include/retain policies to continue Runnymede's economic success, will need to ensure sufficient opportunities exist for employment land/floorspace to come forward to meet demand</p>	
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		<p>for different classes of employment floorspace where there is demand and attract inward investment. This may however place pressure on the Green Belt and the 2040 Local Plan will need to balance these competing interests depending on the level of demand/supply of employment land/floorspace.</p>	
<p>Paras 13.7 & 13.8</p>	<p>There are six rail stations situated within the Borough at Addlestone, Byfleet & New Haw, Chertsey, Egham, Longcross and Virginia Water. Addlestone, Chertsey, Egham, Longcross and Virginia Water are all suburban branch lines connecting Reading & Weybridge to London Waterloo and Byfleet & New Haw is served by the South West Mainline connecting the south coast to London Waterloo. All stations are served by services in peak hours and in the early morning/late night.</p> <p>The Borough is served by reasonably good bus links to the wider area such as Addlestone/Chertsey/Egham/Woodham/New Haw to Staines upon Thames, Woking and Egham/Englefield Green to Windsor and Heathrow. Some areas of the Borough such as Virginia Water and Thorpe are only served by infrequent bus services.</p>	<p>There are six rail stations situated within the Borough at Addlestone, Byfleet & New Haw, Chertsey, Egham, Longcross and Virginia Water. Addlestone, Chertsey, Egham, Longcross and Virginia Water are all suburban branch lines connecting Reading & Weybridge to London Waterloo and Byfleet & New Haw is served by the South West Mainline connecting the south coast to London Waterloo. All stations are served by services in peak hours and in the early morning/late night. The village of Thorpe has no rail service with Virginia Water being the nearest rail station some 1.8km away.</p> <p>The Borough is served by reasonably good bus links to the wider area such as Addlestone/Chertsey/Egham/Woodham/New Haw to Staines upon Thames, Woking and Egham/Englefield Green to Windsor and Heathrow. Some areas of the Borough such as Virginia Water and Thorpe are only served by an infrequent and limited bus services with only 1 service in the am & pm peak (Mon-Sat) and no services after 7pm or on Sundays.</p>	<p>To add detail to transport baseline.</p>
<p>Table 15-1</p>	<p>N/A</p>	<p>Add decision aiding criteria to SA Objective 2 as follows:</p>	<p>To strengthen consideration of climate change in SA Objectives</p>

		Will it safeguard human health and well-being by promoting climate change resilience through sustainable siting, design, landscaping and infrastructure?	
Table 15-1	SA Objective 4 – Decision Aiding Criteria Will it ensure developments are water efficient and include opportunities for water recycling?	Add text to decision aiding criteria to SA Objective 4 as follows: Will it ensure developments are water efficient and include opportunities for water recycling, water stewardship and water sensitive design where appropriate? Add additional decision aiding criteria to SA Objective 4 as follows: Will it minimise inappropriate development in Source Protection Zones?	To strengthen consideration of climate change in SA Objectives
Table 15-1	SA Objective 5 – Decision Aiding Criteria Will it ensure that people, property and businesses are protected from flooding? Will development incorporate SUDS?	Add text to decision aiding criteria to SA Objective 5 as follows: Will it ensure that people, property and businesses are protected from flooding, taking into account the impacts of climate change? Will development incorporate SUDS, Natural Flood Management schemes and flood resilient design?	To strengthen consideration of climate change in SA Objectives
Table 15-1	N/A	Add decision aiding criteria to SA Objective 7 as follows: Will it promote waste reduction, the use of sustainably sourced materials and re-use of resources in construction and renovation?	At request of Environment Agency and to strengthen climate change objectives
Para 16.1	Delete para 16.1	N/A	To delete reference to consultation process

			which has been completed
Para 16.2	The next stage of the SA will be assessment at the Issues and Options stage (Regulation 18) and this will begin later in 2022. It is intended that an Issues and Options paper will be prepared and therefore following the completion of the SA at this stage, the SA Report and the Issues and Options paper will be published for consultation.	The next stage of the SA will be assessment at the Issues and Options stage (Regulation 18) of Local Plan preparation . and this will begin later in 2022. It is intended that an The Issues and Options paper and accompanying SA report will be subject to public consultation later in 2022. will be prepared and therefore following the completion of the SA at this stage, the SA Report and the Issues and Options paper will be published for consultation.	To clarify next stage of SA
Appendix A	N/A	Add Thames Abstraction Licensing Strategy to list of plans, policies & programs for 'Water'.	At request of Environment Agency
Appendix A	N/A	Add UK Carbon Budget Order 2021, Energy White Paper 2020, Heat & Buildings Strategy 2021 and Net Zero Strategy: Build Back Greener 2021 to list of plans, policies and programmes for 'Climate'.	To add latest government strategies on climate and energy.
Appendix A	N/A	Add Rights of Way Improvement Plan for Surrey to list of plans, policies & programs for 'Transport'	At request of Natural England