

# Runnymede 2030

## Local Plan review

Sustainability Appraisal

Scoping Report

July 2022





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## Foreword

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

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

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

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

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

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.

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

# 1. Introduction & Methodology

## Sustainable Development

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## The SA/SEA Methodology

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

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

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

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

**Table 1-2: Stage A – Key Tasks**

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

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

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



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

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



<b>SEA Regulations Requirement</b>	<b>Section of Scoping Report</b>
Report shall include such of the information referred to in Schedule 2 as reasonably required, taking into account current knowledge, methods of assessment, contents and level of detail in the plan or programme, stage in the decision-making process and extent to which certain matters are more appropriately assessed at different levels in the process to avoid duplication of the assessment (regulation 12(3)). Information may be provided by reference to relevant information obtained at other levels of decision-making (regulation 12(4)).	See above where applicable
When deciding on the scope and level of detail of information to be included in the environmental report the consultation bodies should be consulted (regulation 12(5)).	Consultation of draft Scoping Report with statutory bodies undertaken June-July 2022
As soon as reasonably practicable after their preparation, the draft plan or programme and environmental report shall be sent to the consultation bodies and brought to the attention of the public, who should be invited to express their opinion. The period within which opinions must be sent must be of such length as will ensure an effective opportunity to express their opinion.	N/A at Scoping stage but Scoping Report sent to consultation bodies and open to public consultation
As soon as reasonably practicable after the plan or programme is adopted, the consultation bodies, the public and the Secretary of State shall be informed and the following made available: <ul style="list-style-type: none"> <li>• the plan or programme adopted</li> <li>• the environmental report</li> <li>• a statement summarising: <ol style="list-style-type: none"> <li>(a) how environmental considerations have been integrated into the plan or programme;</li> <li>(b) how the environmental report has been taken into account;</li> <li>(c) how opinions expressed in response to: (i) the invitation referred to in regulation 13(2)(d); (ii) action taken by the responsible authority in accordance with regulation 13(4), have been taken into account;</li> <li>(d) how the results of any consultations entered into under regulation 14(4) have been taken into account;</li> <li>(e) the reasons for choosing the plan or programme as adopted, in the light of the other reasonable alternatives dealt with; and</li> <li>(f) the measures that are to be taken to monitor the significant environmental effects of the implementation of the plan or programme. (regulation 16)</li> </ol> </li> </ul>	N/A at Scoping stage. To be undertaken after adoption of the Local Plan.
Monitoring of significant environmental effects of the plan's or programme's implementation with the purpose of identifying unforeseen adverse effects at an early stage and being able to undertake appropriate remedial action (regulation 17 (1)). Monitoring arrangements may	N/A at scoping stage. To be included in future iterations of SA/SEA

SEA Regulations Requirement	Section of Scoping Report
comprise or include arrangements established for other purposes (regulation 17 (2)).	

## Area Description

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

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

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

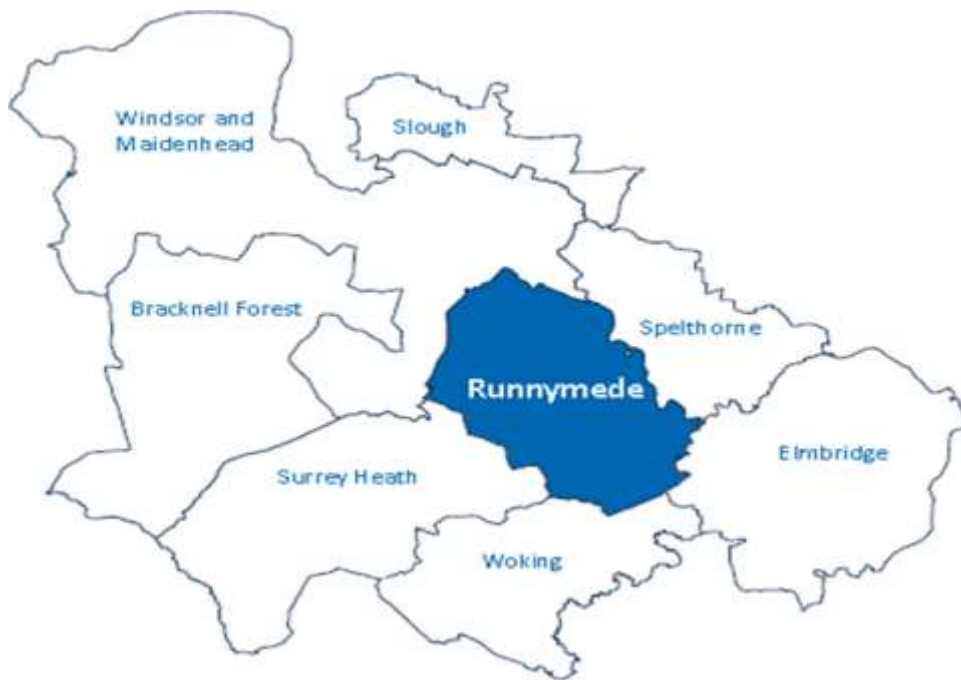
### **The Runnymede 2040 Local Plan**

- 1.24 The Runnymede 2040 Local Plan will be the document which sets out Runnymede's growth ambitions over the years 2025-2040. It will set out a vision for the Borough and contain a number of objectives on how to reach that vision as well as set out the expected number of new homes, employment and retail floorspace and infrastructure to come forward over that period. The 2040 Local Plan will also allocate land for development and set out a number of strategic and local policies to guide growth in the Borough and to determine planning applications.
- 1.25 The 2040 Local Plan will be born from a review of the current 2030 Local Plan adopted in July 2020. The review will consider whether the vision and objectives of the 2030 plan require updating and whether the spatial strategy directing where development will be focussed requires revisiting/amending. It will also review the policies for development needs, including housing, employment and retail based on up-to-date evidence and whether an adjustment is required to targets and whether additional land allocations will be required. The review will also consider whether any of the 2030 plan policies need updating; deleting if they are considered no longer relevant or whether any new policies should be added.
- 1.26 In the main, the 2040 Local Plan policies will be strategic in nature, setting the parameters for development needs across the Borough and which would need to be reflected in Neighbourhood Plans. However, it will also update or include new local policies for the Borough or specific topics. These local policies would sit alongside any

made Neighbourhood Plan policies but be non-area specific, leaving Neighbourhood Plans to make their own area specific local policies.

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

**Figure 1: Runnymede in Wider Context**



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



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

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

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

### Introduction

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

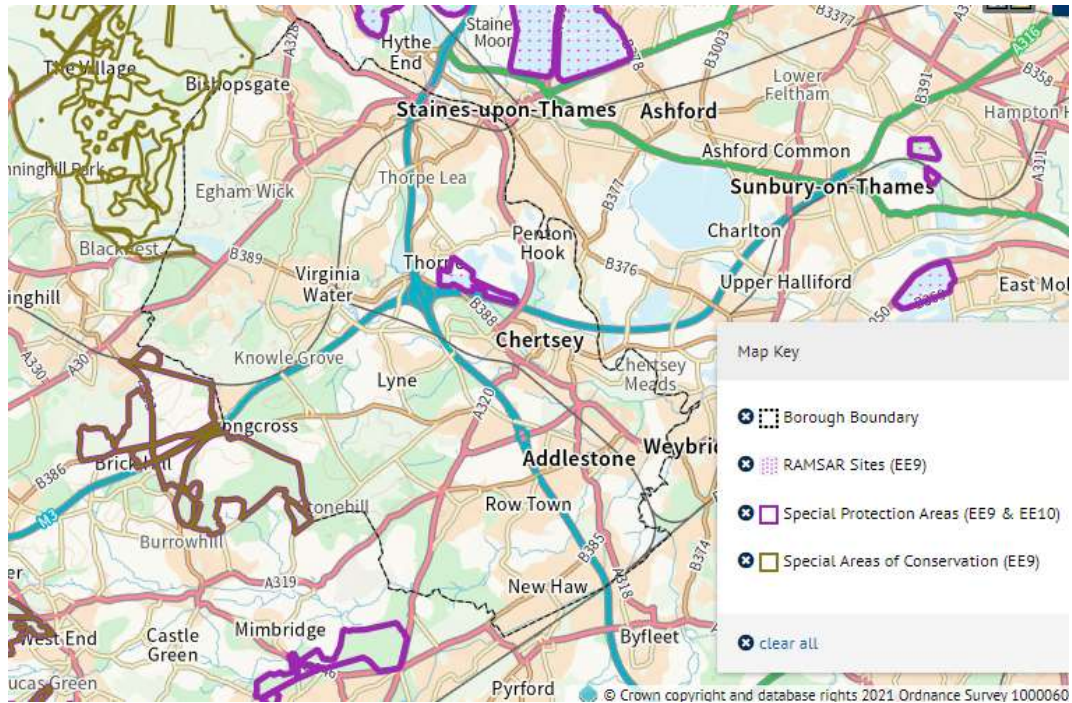
- 2.5 In order to be able to predict and monitor the effects of the 2040 Local Plan it is necessary to have an understanding of the current position or baseline position.
- 2.6 The baseline position has been set out in a series of thematic areas (including the receiving environments as contained within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

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

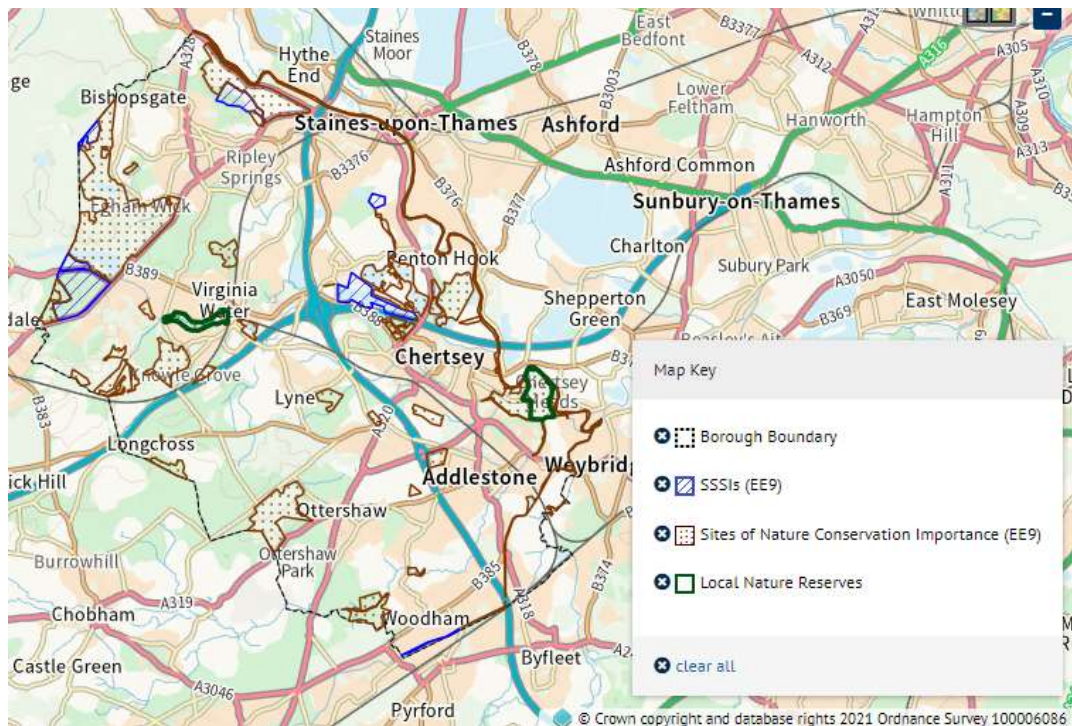
- 3.1 The Borough of Runnymede contains numerous sites designated for their nature conservation value at either a local, national or international level. At a national level the Borough contains five Sites of Special Scientific Interest (SSSI), some of which are also internationally designated as Ramsar,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

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

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



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



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



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

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

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

Indicator/Theme	Site	Status 2012/14 <sup>6</sup>	Status (current)	Trend	Comments
<b>Thames Bason Heaths SPA<sup>7</sup> including Thursley, Ash, Pirbright &amp; Chobham SAC (8,274.72ha)</b>					
Condition status of SSSI  PSA target of 95% of SSSI unit to be in 'Favourable' or 'Unfavourable Recovering' status	Broadmoor to Bagshot Woods & Heaths SSSI	<i>Favourable 65.61%</i> <i>Unfavourable</i> <i>Recovering 34.39%</i>	<i>Favourable 75.63%</i> <i>Unfavourable</i> <i>Recovering 23.83%</i> <i>Unfavourable No Change 0.55%</i>	✓	The Broadmoor to Bagshot Woods & Heaths and Colony Bog & Bagshot Heaths SSSIs show general improvement. Although a small percentage of one SSSI is unfavourable no change and the other unfavourable declining, a higher percentage of the sites are now in a favourable condition. Both sites meet the PSA target and the trend is improving.  Chobham Common has seen an improving condition with a higher percentage as favourable and unfavourable no change, no longer recorded. However, many of the site condition surveys were carried out prior to a heathland fire in 2020 and as such the trend is uncertain until the effects of the fire are surveyed.  Both the Horsell Common and Ockham & Wisley SSSIs meet the PSA target, with both SSSIs seeing improvement since 2014 with a higher proportion on both sites in a favourable condition. As such the trend is improving for both of these sites.
	Chobham Common SSSI	<i>Favourable 2.15%</i> <i>Unfavourable</i> <i>Recovering 92.29%</i> <i>Unfavourable No Change 5.56%</i>	<i>Favourable 43.05%</i> <i>Unfavourable</i> <i>Recovering 56.95%</i>	?	
	Colony Bog & Bagshot Heath SSSI	<i>Favourable 8.59%</i> <i>Unfavourable</i> <i>Recovering 90.74%</i> <i>Unfavourable Declining 0.67%</i>	<i>Favourable 94.94%</i> <i>Unfavourable</i> <i>Recovering 4.39%</i> <i>Unfavourable Declining 0.67%</i>	✓	
	Horsell Common SSSI	<i>Favourable 16.61%</i> <i>Unfavourable</i> <i>Recovering 60.89%</i> <i>Unfavourable No Change 22.5%</i>	<i>Favourable 21.53%</i> <i>Unfavourable</i> <i>Recovering 78.47%</i>	✓	
	Ockham & Wisley Commons SSSI	<i>Favourable 33.19%</i> <i>Unfavourable</i> <i>Recovering 66.81%</i>	<i>Favourable 54.01%</i> <i>Unfavourable</i> <i>Recovering 45.99%</i>	✓	
<b>Windsor Forest &amp; Great Park SAC (1,687.26ha)</b>					
Condition status of SSSI  PSA target of 95% of SSSI unit to be in 'Favourable' or 'Unfavourable	Windsor Forest & Great Park SSSI	<i>Favourable 46.45%</i> <i>Unfavourable</i> <i>Recovering 53.55%</i>	<i>Favourable 100%</i>	✓	The SSSI meets the PSA target and has seen an improvement where 100% of the SSSI is now in a favourable condition. The trend is therefore improvement including units 10 & 11 in Runnymede which had been unfavourable recovering or unfavourable no change since 2001.

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

Indicator/Theme	Site	Status 2012/14 <sup>6</sup>	Status (current)	Trend	Comments
Recovering' status					
<b>Basingstoke Canal SSSI (23ha)</b>					
Condition status of SSSI  PSA target of 95% of SSSI unit to be in 'Favourable' or 'Unfavourable Recovering' status	Basingstoke Canal SSSI	<i>Favourable 16.63%</i> <i>Unfavourable Recovering 10.40%</i> <i>Unfavourable No Change 45.39%</i> <i>Unfavourable Declining 27.58%</i>	<i>Favourable 16.63%</i> <i>Unfavourable Recovering 10.40%</i> <i>Unfavourable No Change 45.39%</i> <i>Unfavourable Declining 27.58%</i>	-	The SSSI does not meet the PSA target. Only 2 units have been surveyed since 2014, units 7 & 10, however their condition status has not changed between surveys. Unit 2 in Runnymede is in an unfavourable no change condition.
<b>Langham Pond SSSI (25.9ha)</b>					
Condition status of SSSI  PSA target of 95% of SSSI unit to be in 'Favourable' or 'Unfavourable Recovering' status	Langham Pond SSSI	<i>Favourable 63.21%</i> <i>Unfavourable Recovering 36.79%</i>	<i>Favourable 100%</i>	✓	Site meets PSA target and has now improved to 100% favourable. As such the trend is improving.
<b>Thorpe Hay Meadow (6.62ha)</b>					
Condition status of SSSI  PSA target of 95% of SSSI unit to be in 'Favourable' or 'Unfavourable Recovering' status	Thorpe Hay Meadow SSSI	<i>Favourable 100%</i>	<i>Favourable 100%</i>	-	Site meets the PSA target and continues to be 100% favourable and therefore there is no change.

## Other Habitats and Species in Runnymede

3.8 There are 38 SNClS in the Borough designated at a local level. The last surveys/reviews of SNClS were undertaken in 2003 and the Council does not hold data for the condition status of these sites. Therefore, given the length of time since last survey/review and absence of information there is uncertainty as to whether the trend in condition status of SNClS sites are improving or deteriorating.

3.9 Whilst designated sites are important, other habitats and species which are not designated are also valued such as priority habitats, ancient woodland, biodiversity opportunity areas and green corridors. The Borough contains approximately 201 hectares of ancient semi natural woodland and approximately 111 hectares of replanted woodland or ancient woodland. Surrey is the most wooded county in Great Britain with 22% of woodland, compared to a UK average of 12.6% and England average or 10.5%<sup>8</sup>.

3.10 Priority habitat in Runnymede includes:

Deciduous woodland, wood pasture & parklands - located across the Borough;

Good quality semi-improved grassland - located at Runnymede Meadows;

Lowland meadows – located at Chertsey Meads, Thorpe Hay Meadow, Runnymede Meadows;

Traditional orchard – located at

- Addlestone – St Augustines Care Home, Otterhill Nursery, Three Gates & Southern Wood, Row Town;
- Chertsey – Abbey Chase, Chertsey Meads, Weir Manor Bridge Road and Sandgates;
- Egham - The Runnymede Hotel;
- Englefield Green - The Orchard, Round Oak, Dell Park Farm, Park Place Estate, Priest Hill House and Tranquility Keep in Englefield Green,
- Lyne - Fan Court Farm;
- Ottershaw - The Wey Farm;
- Virginia Water - St Ann's Park
- Woodham – The Chase

3.11 The State of Surrey's Nature report<sup>9</sup> identifies that Surrey's woodlands have increased since the end of the 19<sup>th</sup> century, however, declines in quality due to woodland management change and neglect are evident. Historic features such as parklands tend to be relatively secure however. The report identifies new drivers encouraging a

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

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

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

- 3.12 The Surrey Nature Partnership has also identified Biodiversity Opportunity Areas (BOAs) in Surrey<sup>10</sup>. Runnymede is identified as being within the Thames Valley and Thames Basin Heaths BOAs.
- 3.13 The Thames Valley BOA identifies habitats of principle importance as wood pasture & parkland, meadows, heathland, acid grassland, mixed deciduous woodland, wet woodland, hedgerows, fen, ponds, standing open water, floodplain grazing marsh and reedbeds. Priority species for recovery include Oak Polypore, Tooth Fungi, Greater Water-Parsnip, Marsh Stitchwort, Lesser Spotted Woodpecker, Skylark, Lapwing, Water Vole and Hedgehog.
- 3.14 The Thames Basin Heaths BOA identifies habitats of principle importance as heathland, acid grassland, mixed deciduous woodland, wet woodland, standing open water and fen. Priority species for recovery includes Deptford Pink, Marsh Clubmoss, Three-Lobed Crowfoot, Window Winged Sedge, Shoulder-Striped Clover Moth, Blue Pepper-Pot Beetle, Nightjar, Woodlark, Smooth Snake and Sand Lizard.
- 3.15 The majority of these species are currently identified as rare or very rare with some species declining and water vole identified as extinct in Surrey, although Nightjar is identified as increasing and Woodlark recovering<sup>9</sup>. Table B2 in Appendix B sets out the status of species found in the Thames Valley and Thames Basin Heaths BOAs within Runnymede. Other Important species in Runnymede include Curlew, Redshank, Tree Sparrow, and Turtle Dove.
- 3.16 Green and blue corridors play an important role in the movement of wildlife by allowing the migration of species between habitats which in turn supports species resilience. The Borough contains approximately 111ha of identified green/blue corridors which includes the Basingstoke Canal, Wey Navigation, River Thames, Chertsey Bourne and Riverside Walk in Virginia Water. The majority of identified green/blue corridors in Runnymede are also protected by other national/local designations such as SSSI or SNCI. However, there will also be a number of unidentified corridors which play a role in species/habitat connectivity for example, hedgerows and water courses.
- 3.17 Taken together, the numerous types of designated sites, habitats and green/blue infrastructure network play a key role in delivering ecosystem services such as food production, materials, flood defence as well as benefitting health and well-being. The green/blue infrastructure network also plays an important role in carbon capture and urban cooling as mitigation for climate change impacts.

### **Future Baseline**

- 3.18 Future conditions in the absence of the plan are likely to be positive as management regimes continue to be implemented which should maintain favourable status meeting PSA targets for SSSI units. Part of the damage caused at Staines Moor was due to illegal use by third parties driving vehicles and if this has ceased since last survey in 2017 then there may have been improvements in the condition of the SSSI unit and moving into the future. The fire at Chobham Common may see a deterioration in condition status in the short term, but the heathland should regenerate over time subject to other external pressures such as recreation/urbanisation/air quality.
- 3.19 The area of sites covered by international, national and local designations is not expected to change significantly in the future given protection under UK legislation and

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

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

- 3.20 The condition status of the Basingstoke Canal does not meet PSA targets although last survey date for unit 2 was in 2009. Reasons for its unfavourable condition are due to extent of habitat, lack of plant diversity and poor water quality. Given the time elapsed since last survey it is uncertain whether there have been any improvements over time. The latest information on water quality from Defra<sup>11</sup> in 2021 shows the ecological status of the canal as moderate, with chemical quality now a fail with presence of Polybrominated diphenyl ethers (PBDE)<sup>12</sup> a fail. The reasons for waters not meeting good status are due to physical modifications through recreation. As such, the reasons for chemical and overall status are largely beyond the scope of the Local Plan to address.
- 3.21 The Basingstoke Canal Authority have also prepared a Conservation Management Plan 2018-2028<sup>13</sup> to address the unfavourable status of the SSSI. The Plan contains targets for water level management, water quality, tree management, dredging and vegetation control. In the absence of the plan, the condition status of the canal remains uncertain, although as set out above national objectives for the water environment and more widespread use of SuDS in development as well as the targets set out in the Canal Management Plan should aid in improving or maintaining water quality and ecological status over time.
- 3.22 Further positive trends for biodiversity may be seen with the introduction of the Environment Act and the statutory requirement to achieve 10% biodiversity net gain on most development sites. This should aid in improving biodiversity across the Borough, where on-site or off-site gains can be delivered. Off-site gains could be used to aid in achieving Biodiversity Opportunity Area (BOA) objectives for habitats and species recovery, although this could be dependent on Nature Recovery Strategies or other priorities. Even in the absence of the plan, the Council has the ability to secure net gain through use of planning conditions or securing financial contributions through CIL or S106. BOA projects for the Thames Valley BOA include the River Thames Flood alleviation scheme and for the Thames Basin Heaths BOA, implementation of SANG at Longcross, significant potential for heathland and acid grassland creation and priority habitat restoration at Queenwood Golf Course/Stanners Hill.
- 3.23 Whilst the future baseline is generally considered to be positive, in the absence of the plan, the impact of climate change adds some uncertainty. In the South East of England plant and animal species will have to adapt to hotter, drier summers and warmer wetter winters. Changes in temperature and rainfall patterns may be beneficial to some species but adverse for others and lead to changes in distribution patterns or even extinctions. It is therefore important that policies which protect and enhance biodiversity and which aim to aid climate change mitigation and adaptation are retained and/or strengthened. This could include going beyond the standard 10% BNG set out in the Environment Act, referencing Local Nature Recovery strategies and/or BOA projects for delivery as well as protection/enhancement of priority habitat and strengthening the green/blue infrastructure network.

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

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

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

- 3.24 Whilst the SSSI units for the Thames Basin Heaths SPA including the Thursley, Ash, Pirbright & Chobham SAC show an improving trend, the issue of an increasing population is likely to continue to place pressure on these sites. Therefore, the need to protect internationally designated sites and the securing of mitigation measures is an issue likely to continue into the future in the absence of the plan. The Local Plan will therefore need to ensure that sufficient and appropriate mitigation measures are planned for and brought forward to address this.
- 3.25 Based on the above, Table 3-2 sets out issues/problems, how the Local Plan can address these, if at all, and the relationship to the objectives of other relevant plans, policies and programmes. The impacts to internationally designated sites (SPA, SAC & Ramsar) resulting from the 2040 Local Plan will also need to be considered through a Habitats Regulations Assessment (HRA). This will be set out within a separate document.

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

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



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

## 4. Baseline Information - Population & Human Health

- 4.1 The baseline population of the Borough as at 2021 currently stands at 88,100<sup>14</sup> an increase of 7,590 people from the 2011 census data (+9.4%). 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 predominantly white at 89% with the Black and Minority Ethnic (BME) groups at 11%, the largest group of which is Asian or British Asian at 3%. This is a higher BME population than Surrey by 1.4% but lower than England at 14%<sup>15</sup>.
- 4.2 Census 2021 data shows the age breakdown of the population in cohorts of 'under 15 years', '15-64 years' and 65+ 'years'. The 15-64 age range roughly corresponds to working age population. The majority of the Runnymede population fall into this cohort at 66.3%, a slight decline from the 2011 census at 67.1% 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%.
- 4.3 The Borough's population density in 2011 was 10.3 people per hectare compared to 6.3 in Surrey and 4.1 in England. Population density in Runnymede has increased and as at 2021 is now 11.3 people per hectare, compared to 7.2 for Surrey and 4.3 in England.
- 4.4 The indices of deprivation show how deprived neighbourhoods are with a ranking of 1 being the most deprived. In 2019 Runnymede ranked 256 out of 317 local authority areas which is a worsening situation since 2015 where Runnymede was ranked 272 out of 317 authorities. Although Runnymede shows low levels of deprivation overall in comparison with the rest of England there are pockets of relative deprivation. The Pooley Green area of Egham, Pycroft Road area of Chertsey and Green Road and Addlestone Park area of Addlestone are amongst the 40% most deprived areas of England with the Ashwood Road/Beechtree Avenue in Englefield Green within the most 30% deprived areas of England. Maps of Runnymede showing Indices of Deprivation in 2019 and 2015 are shown in Figure 4-1. Blue areas denote higher deprivation levels relative to other areas.

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<sup>14</sup> Census 2021. Available at: <https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/bulletins/populationandhouseholdestimatesenglandandwales/census2021>

<sup>15</sup> Census 2011

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



- 4.5 The indices are made up of a number of deprivation typologies and Runnymede scores well for income (272), employment (293), health & disability (263) and education (240), it does not score so well against crime (154), living environment (136) and barriers to housing & services (40).
- 4.6 Local health profiles for Runnymede show that average life expectancy from birth for males is 80.8 years and females 84.4 years, which is higher than the south east (80.6 years) and England (79.4 years) for males and south east (84.1) and England (83.1) for females. The health profiles also show that mortality for under 75s from all causes is lower than the south east and England. However, whilst lower than England, mortality in under 75s from cancer is higher than the south east.
- 4.7 At the last Census (2011), 3.7% of residents reported their health as poor or very poor with 13.9% reporting a long term illness or disability. In 2013 22.6% of adults in Runnymede report they take part in sport and active recreation for the equivalent of 30 minutes three times a week. This increased to 26% in 2016<sup>17</sup> and is slightly higher than the England average at 23.5%.
- 4.8 In 2012/13, 19% of children aged 4-5 and 30% of those aged 10-11 were reported as overweight or obese<sup>17</sup> in Runnymede. This is slightly lower than the England average of 22% and 33% respectively. However, the trend over time has improved only slightly to 17% of children aged 4-5 and 28% of 10-11 year olds in 2018/19, although this is still lower than England at 22.5% and 34% in 2018/19 respectively. The number of fast food outlets in Runnymede is around 70.6 per 100,000 population. This is higher than the Surrey average at 64.6% and neighbouring areas such as Spelthorne (60.7) and Elmbridge (63.9), but lower than neighbouring authority areas such as Woking (86.8), Surrey Heath (78.9) and Royal Borough of Windsor & Maidenhead (73.5).
- 4.9 The conception rate for under 18's in Runnymede has steadily declined 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<sup>17</sup>. This is lower than the England average at 15.7 per 1,000 15-17 year

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

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

old females in 2019. 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.

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

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

Theme	Previous Status	Current Status	Trend
Total Population	80,510	88,100	↑ 9.4%
Population >15	16.2%	16.3%	↑ 0.1%
Population 15-64	67.1%	66.3%	↓ 0.8%
Population 65+	16.7%	17.1%	↑ 0.4%
Indices of Deprivation	272 out of 317	256 out of 317	↓ 16
Life Expectancy		80.8 (M) 84.4 (F)	N/A
Adult Activity	22.6%	26%	↑ 3.4%
Childhood Obesity	19% 4-5 year olds 30% 10-11 year olds	17% 4-5 year olds 28% 10-11 year olds	↓ 2% ↓ 2%
Under 18 Conception Rate	35 per 1,000 15-17 year olds	6.6 per 1,000 15-17 year olds	↓ 28.4
Affordability Ratio	7.3	9.9	↑ 2.6
Recorded Crime	12,476	13,038	↑ 562

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

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

## Future Baseline

- 4.14 Current trends show increasing levels of deprivation, with IMD rank falling from 272 in 2015 to 256 in 2019 out of a total of 317. However, this has to be considered in the context that the 2019 score still indicates an overall low level of deprivation (a score of 1 indicates the highest level of deprivation). It is considered that Runnymede will remain an area of low deprivation but with small pockets remaining in some places. Further, the worsening of the affordability ratio and deprivation score for barriers to housing and services is likely to continue as house price inflation continues into the longer term. This indicates that the Local Plan will need to address worsening housing affordability.
- 4.15 The population of Runnymede is growing and the 2011 census showed a population of 80,500 which has increased to 88,100 in 2021. The 2018 Strategic Housing Market Assessment (SHMA)<sup>20</sup> shows an estimated population of 98,727 by 2030 and therefore even in the absence of the plan the population is likely to continue to grow into the future. A growing population is likely to require additional housing and infrastructure and place pressure on existing services and facilities.
- 4.16 The population profile remained relatively static with a slight decrease in the 15-64 year age range, and slight increase in those aged under 15 and 65+. The general upward trend in life expectancy (aside from the effects of the Covid-19 pandemic) is likely to see an ageing population which may require bespoke services and housing needs. This is reflected in the slight increase in the 65+ population. With an ageing population, new employment opportunities would likely need to be filled by people from outside of the Borough leading to increased in-commuting and associated issues with congestion and transport infrastructure. However, this may be offset by the rise in pensionable age, but this impact may be over the short-medium rather than longer term.
- 4.17 The health of the population is likely to remain better than the UK average and trends show that there was an increase in the adult population who undertake sport or active recreation for 30mins, 3 times a week. The level of childhood obesity also fell slightly against the national trend where childhood obesity has risen slightly.
- 4.18 Whilst there was an increase in recorded crime, incidences of robbery, violence with injury and criminal damage fell.
- 4.19 In terms of housing the Runnymede Annual Monitoring Report 2020/21<sup>21</sup> shows that the mix of market housing delivered since the start of the 2030 Local Plan period is 19% as 3 & 4 bed units, which is below an expectation of 65% of all units to be 3 & 4 beds. For affordable housing, 100% of units were delivered as 1 or 2 bed units where policy expectations are for 65% 1 & 2 beds and 30% for 3 bed units. As such, there appears to be an under delivery of larger market and affordable units.
- 4.20 The trend towards delivery of smaller housing units is uncertain as some units will have gained planning permission prior to adoption of the plan or come through permitted development and not subject to housing mix policies. Longer term trends may show a higher delivery of larger units when housing mix policies have had time to bed in, although at this moment in time this is uncertain. As such, the 2040 Plan will need to ensure that housing mix policies are included/retained and reflect up to date evidence of housing needs.

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

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

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

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

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

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

Issue/Problem	Source	How Local Plan Can Address Issue	Relationship to Other PPPs
			<p>Surrey Joint Strategic Needs Assessment - Identify all available opportunities to increase affordable housing supply.</p> <p>Runnymede Housing Strategy Statement - Ensure good quality affordable housing is available to local people in both the social and private sector; Increase the provision of affordable housing including low cost home ownership.</p>
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.
Deprivation scores in some areas of the borough within the worst 30-40% nationally	Baseline information	The Local Plan should aim to ensure opportunities to access infrastructure and other services are delivered and support delivery plans/projects for improving services/facilities.	<p>NPPF Para 93 - take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community.</p> <p>Community Vision for Surrey 2030 - everyone has a great start to life, people live healthy and fulfilling lives, are enabled to achieve their full potential and contribute to their community, and no one is left behind.</p>
Maintaining/improving adult activity rates and childhood obesity.	Baseline Information	The Local Plan should aim to improve opportunities for enabling active lifestyles and healthier choices.	<p>Build Back Better - increasing the focus on prevention.</p> <p>Our Green Future - Help people improve their health and wellbeing by using green spaces including through mental health services.</p>



Issue/Problem	Source	How Local Plan Can Address Issue	Relationship to Other PPPs
			<p>NPPF Para 98 - Access to a network of high quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities</p> <p>PPG Healthy &amp; Safe Communities Para 004 - supporting opportunities for communities to access a wide range of healthier food production and consumption choices.</p> <p>Surrey Health &amp; Wellbeing Strategy - focus on prevention, and creating healthy and proactive people who take ownership of their health. People have a healthy weight and are active</p>

## 5. Baseline Information – Land & Soil

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

### Future Baseline

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

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

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

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

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

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

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

## 6. Baseline Information – Water

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

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

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

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

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

Waterbody	Ecological Status		Trend	Notes
	2013	2019		
				urbanisation and natural causes including drought and mineralisation.
Virginia Water Lake	Poor	Poor	-	Reasons for not achieving good status due to sewage discharge
Chertsey Bourne (Virginia Water to Chertsey)	Moderate	Moderate	-	Reasons for not achieving good status due to physical modification including barriers.
The Moat at Egham	Moderate	Poor	×	Reasons for not achieving good status due to sewage discharge, physical modification including drainage from transport, land drainage from agriculture & barriers, natural causes such as drought and surface water abstraction.
Chertsey Bourne (Chertsey to River Thames)	Moderate	Poor	×	Reasons for not achieving good status due to sewage discharge and urbanisation.
Thorpe Park Lakes	Moderate	Poor	×	Reasons for not achieving good status due to land drainage from agriculture.
Wey Navigation	Moderate	Moderate	-	Reasons for not achieving good status due to sewage discharge and physical modification.
Thames (Cookham to Egham)	Moderate	Moderate	-	Reasons for not achieving good status due to sewage discharge, surface water abstraction and physical modification.
Thames (Egham to Teddington)	Moderate	Poor	×	Reasons for not achieving good status due to sewage discharge, poor nutrient management, surface water abstraction and physical modification.

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

- 6.6 Two groundwater units also lie within Runnymede, the Chobham Bagshot Beds unit and the Lower Thames Gravels unit. The Chobham Bagshot Beds unit's overall status is identified as good for water quantity but poor for chemical status and the Lower Thames Gravels unit's status is poor for quantity but has a good chemical status. Table B4 shows the status of both units over time and a summary is set out in Table 6-2 below.

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

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

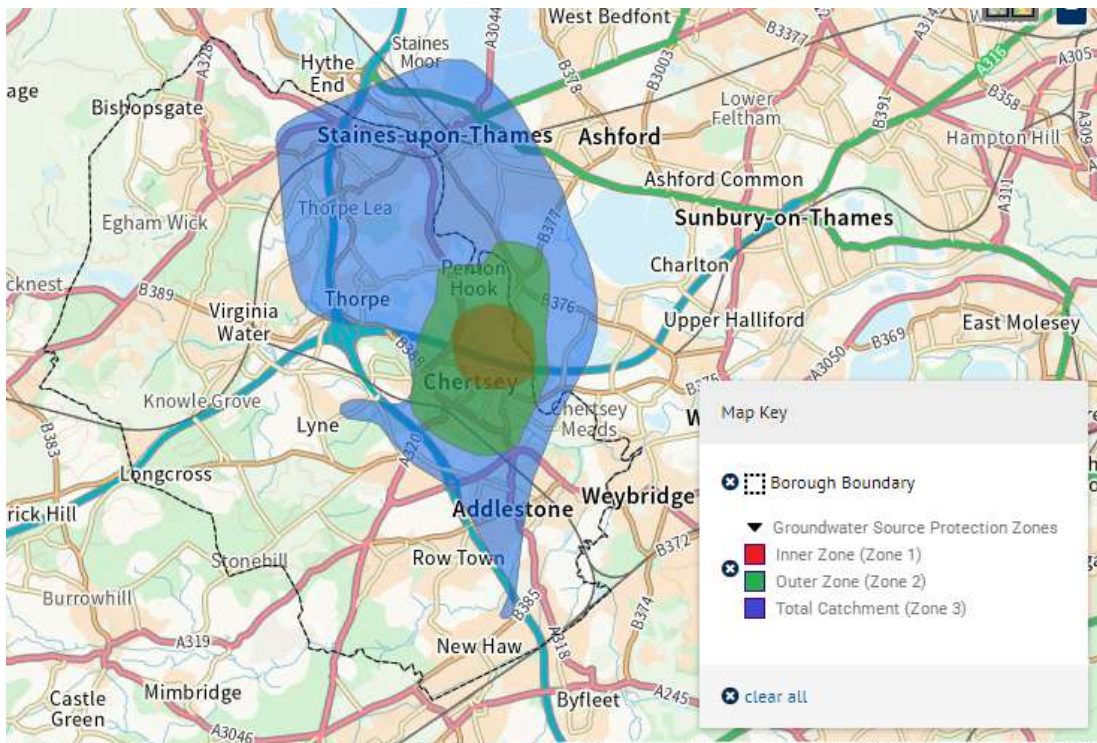
- 6.7 In terms of water resource Runnymede lies in an area of serious water stress as identified by the Environment Agency<sup>27</sup>. The provider of potable water for the Borough is Affinity Water.
- 6.8 The Affinity Water Resource Management Plan (WRMP) identifies Runnymede Borough within the Central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

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

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

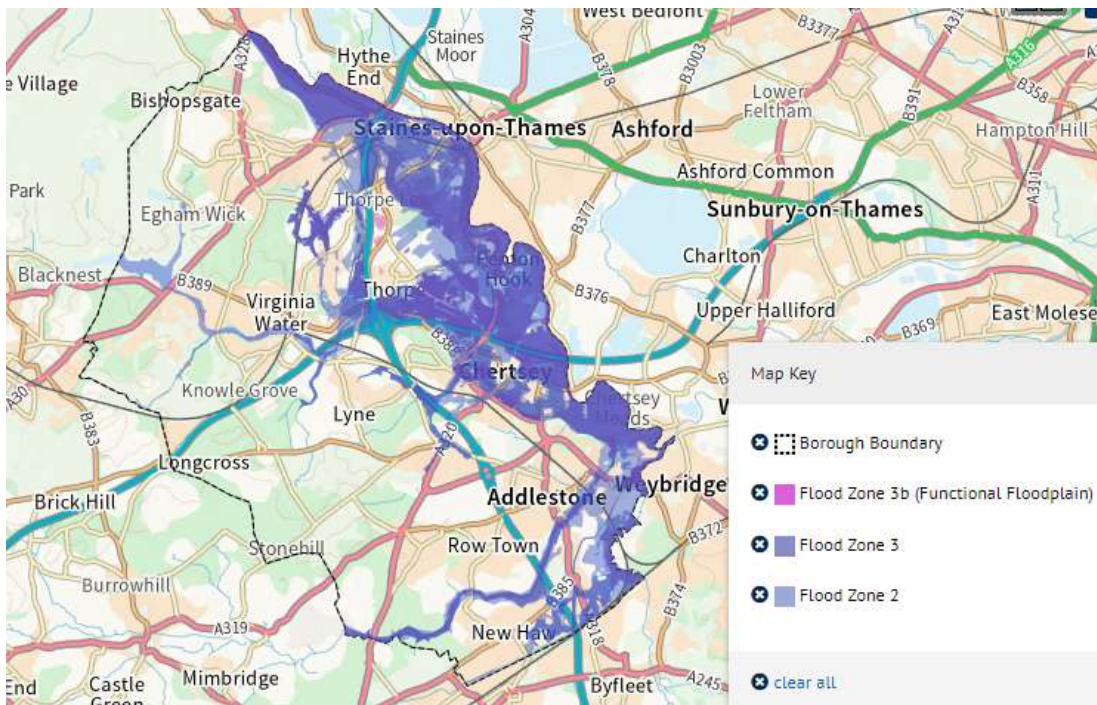


**Map 6-1: Groundwater Protection Zones in Runnymede**



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

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



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



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

### **Future Baseline**

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

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

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

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

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

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

## 7. Baseline Information – Air & Noise

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

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

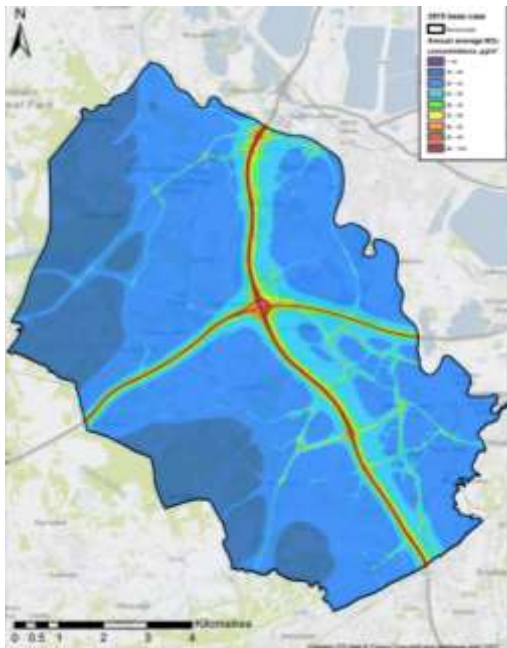
Pollutant	Objective
<b>Human Health</b>	
Nitrogen Dioxide	40µg/m <sup>3</sup> (annual mean)
Sulphur Dioxide	125µg/m <sup>3</sup> (24 Hour Mean, not to be exceeded more than 3 times a year)
PM10	40µg/m <sup>3</sup> (annual mean)
PM2.5	25µg/m <sup>3</sup> (annual mean)
<b>Ecosystems</b>	
Nitrogen Dioxide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

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

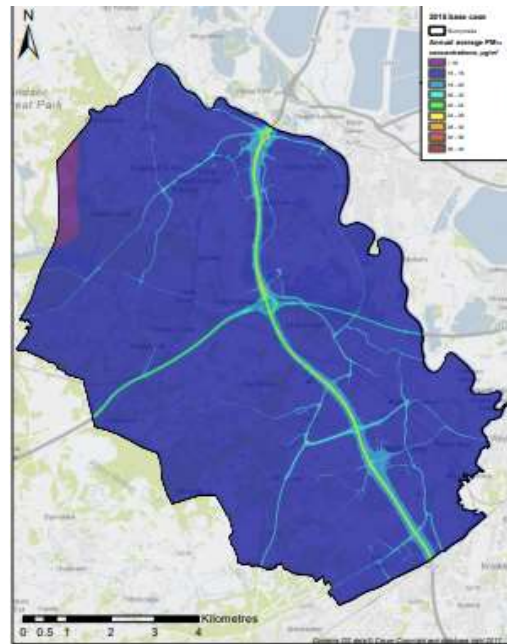
<sup>30</sup> Transport Analysis Guidance: TAG Unit A3 (DfT) 2021. Available at: <https://www.gov.uk/government/publications/tag-unit-a3-environmental-impact-appraisal>

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

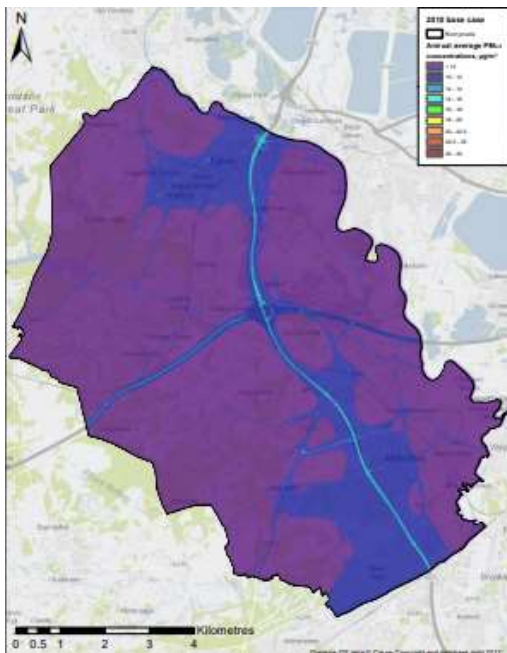
**Map 7-1: Air Quality Modelling Baseline Scenario 2015**



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



**PM10**

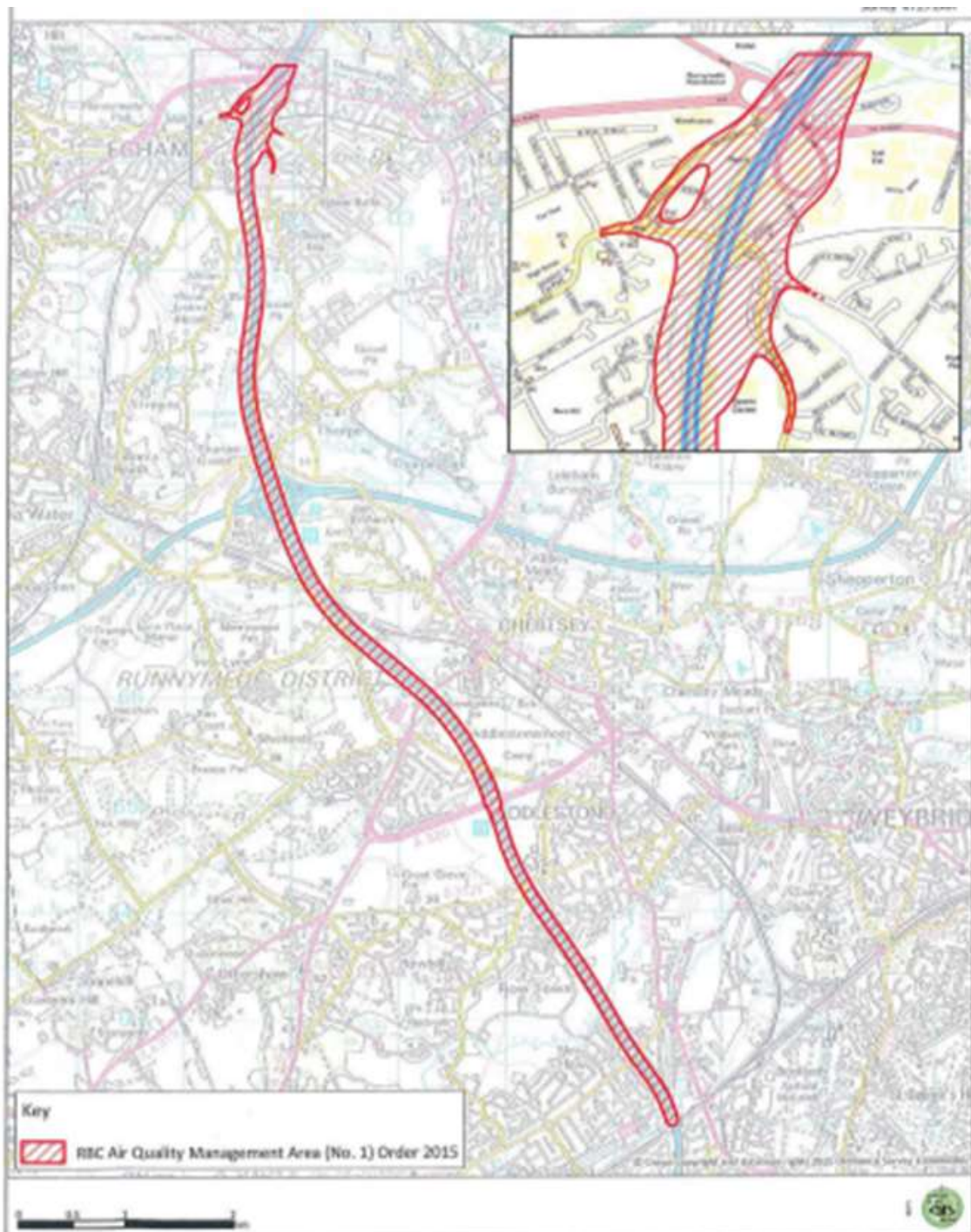


**PM2.5**

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



Map 7-2: Extent of M25 AQMA in Runnymede



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



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

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



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

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

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

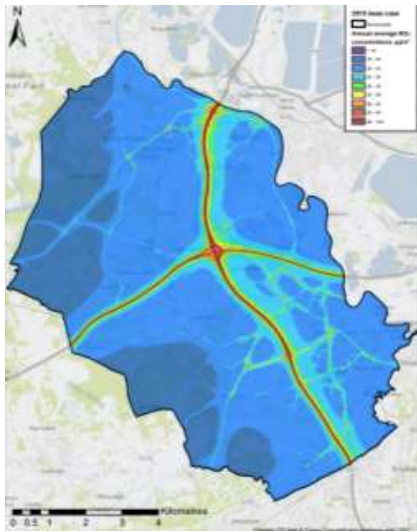
- 7.10 Table 7-2 shows that for locations at Chobham Common close to Runnymede nitrogen deposition exceeds minimum critical loads but is significantly lower than critical loads of 20µg/m<sup>3</sup>.
- 7.11 Main sources of noise in the Borough are road traffic, especially from the M3 and M25, rail movements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

### Future Baseline

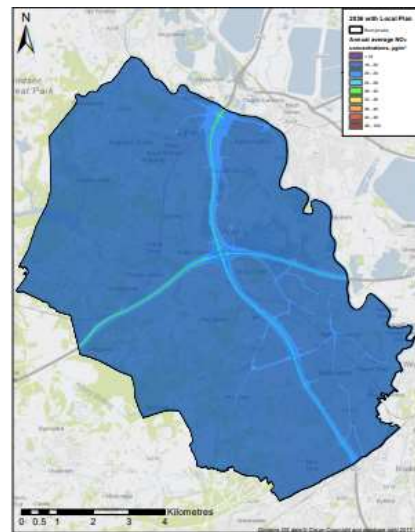
- 7.12 Map 7-4 shows the modelled air quality in Runnymede in 2036 as taken from the Air Quality Modelling Report 2018<sup>30</sup> as compared to the 2015 baseline. This is the predicted future baseline with the now adopted 2030 Local Plan but in the absence of the 2040 Local Plan.

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

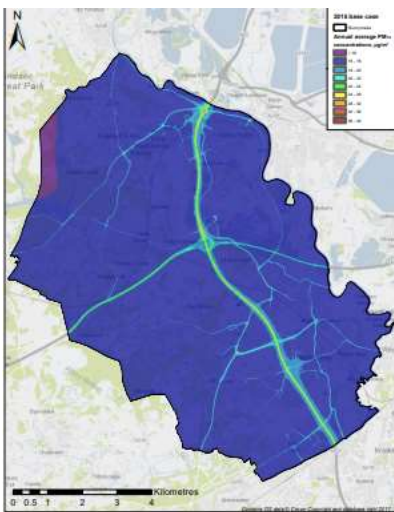
**Map 7-4: Air Quality Modelling Scenario 2036**



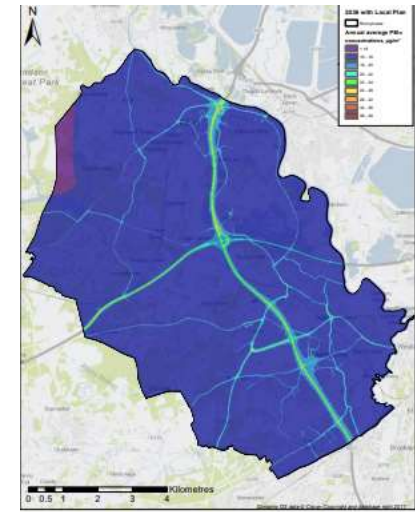
**2015 NO<sub>2</sub>**



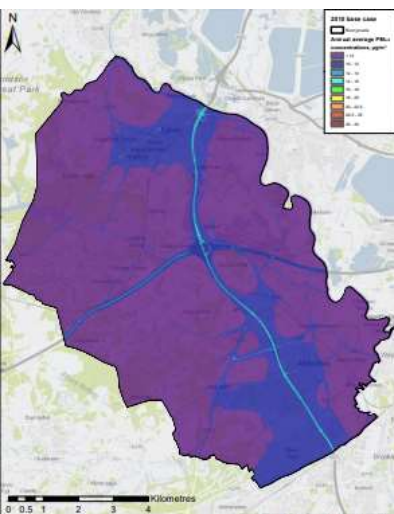
**2036 NO<sub>2</sub>**



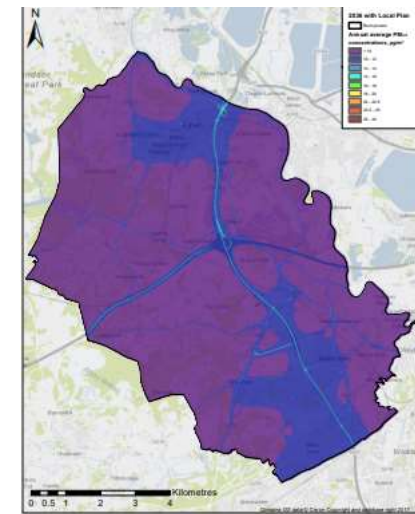
**2015 PM<sub>10</sub>**



**2036 PM<sub>10</sub>**



**2015 PM<sub>2.5</sub>**



**2036 PM<sub>2.5</sub>**

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

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

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

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

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

## 8. Baseline Information – Climate

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

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

Year	Commercial & Industry	Domestic	Transport	Total	Total per Capita
2014	169.5	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

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

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

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

- 8.9 The data shows that emissions per capita in Runnymede fell from a figure of 5.2 tonnes per capita in 2014 to 3.9 tonnes per capita in 2019.
- 8.10 The total tonnes of carbon dioxide produced in Runnymede also fell from 440.3 tonnes in 2014 to 349.9 tonnes in 2019 a reduction of 90.4 tonnes over the 6 year period (20.5%). The largest contributor to carbon dioxide emissions in Runnymede in 2019 was the domestic sector, followed by transport and then commercial & industrial. In all three sectors the general trend is of falling emissions with domestic and commercial & industrial showing the greatest falls of 16% and 35% respectively.
- 8.11 Emissions from Transport have not fallen as sharply decreasing by only 5%, although in this same period vehicle miles travelled in Surrey<sup>37</sup> have increased from 8,780m in 2014 to 9,095m in 2019. 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 2019.
- 8.12 Renewable energy capacity in Runnymede in 2020<sup>38</sup> is estimated at 11.7MW, predominantly from photovoltaics (3MW), anaerobic digestion (2.4MW), sewage gas (1.3MW) and landfill gas (5MW). This is an increase from 2014 of 1.6MW, mostly from photovoltaics increasing from 1.5MW to 3MW.
- 8.13 In terms of climate change and flood risk, this has been considered within section 6 on Water.

### **Future Baseline**

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

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

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



- 8.18 In the absence of the plan, the Council has an adopted Green & Blue Infrastructure (GBI) SPD which sets out guidance for achieving GBI in new developments. Whilst the SPD is a material consideration in decision making it is not policy and as such the 2040 Local Plan could seek to place some of the guidance from the SPD into policy to ensure it carries greater weight and plays a role in mitigating/adapting to climate change impacts.
- 8.19 Whilst it could be considered that globally carbon dioxide emissions will continue to rise in the future, the trend in Runnymede is of falling carbon dioxide emissions, most notably from the domestic and commercial & industrial sectors. The trend of falling emissions from the domestic sector is likely to continue as further domestic energy efficiency measures and strategies are progressed and implemented, even in the absence of the plan.
- 8.20 Future emissions from the commercial & industrial sector are uncertain as it depends on whether the falling trend has been through changes in building efficiencies/worker behaviour or simply whether the commercial & industrial sector in Runnymede has changed in nature. The increased role of staff working from home since the Covid-19 pandemic may continue into the future which should further drive down emissions in this sector, although this may be at the expense of increased emissions in the domestic sector as people heat their homes to work.
- 8.21 However, as highlighted in the Surrey Climate Change Strategy, a certain amount of emissions reductions in the domestic and commercial/industrial sectors will have been through decarbonisation of the national grid. As such, it is uncertain whether the pace of emission reductions will continue into the future.
- 8.22 In the absence of the plan, the reliance on travelling by car is likely to continue in the future. Whilst this sector has not seen falls in emissions as big as the domestic or commercial/industrial sectors, the general trend is however one of falling emissions. Given the government's drive to zero emission vehicles by 2050, even in the absence of the plan emissions from this sector should decrease over time, however this is likely to be over the medium to longer term, as technological advances are brought forward.
- 8.23 In this respect the 2040 Local Plan should seek to encourage greater use of active and sustainable forms of travel and reduce reliance on car usage. The 2040 Local Plan will therefore need to consider the location of development and whether this can help to achieve sustainable travel patterns as well as include/retain policies which support measures and strategies to improve the attractiveness, access and connections to/from active and sustainable travel infrastructure. Support for EV charging infrastructure and other technological advances should also be included and the Local Plan could also consider other alternatives on how development can reduce travel demand i.e. car clubs/car share.
- 8.24 In the absence of the plan the trend of building renewable energy/low carbon capacity should continue into the future as the current Local Plan has a policy (SD8) for new development to deliver low carbon/decentralised networks and to achieve a certain percentage of energy demand to be delivered by renewable energy technologies. Given the uncertainty that the pace of emissions reduction in the domestic and commercial/industrial sectors will continue, the 2040 Local Plan should include/retain policies to achieve increased use of renewable/low carbon technologies and could seek further capacity in new development whilst supporting stand-alone schemes.
- 8.25 Based on the above, Table 8-2 sets out issues/problems, how the Local Plan can address these, if at all, and the relationship to the objectives of other relevant plans, policies and programmes.

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

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

Issue/Problem	Source	How Local Plan Can Address Issue	Relationship to Other PPPs
			<p>emission of greenhouse gases.</p> <p>Draft Surrey Local Transport Plan 4 - Ensure that new development is focussed around sustainable travel options</p> <p>Greener Futures Climate Change Delivery Plan - Roll out EV charge point infrastructure.</p>
<p>Pace of Carbon Dioxide emission reductions from domestic and commercial/industrial sectors slows</p>	<p>Baseline Information</p>	<p>The 2040 Local Plan should continue policies which seek to ensure development includes and/or connects to renewable/low carbon technologies and supports stand-alone schemes.</p>	<p>Greener Futures Climate Change Delivery Plan - Contribute to decarbonisation of electricity grid by increasing capacity of renewable energy by 1,244MW of low carbon electricity.</p>

## 9. Baseline Information – Material Assets

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

### Future Baseline

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

### Future Baseline

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

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



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

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

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

## 11. Baseline Information – Landscape/Townscape

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

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

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

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

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

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

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

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

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

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

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

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

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

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

### **Future Baseline**

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

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

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

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

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

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

Issue/Problem	Source	How Local Plan Can Address Issue	Relationship to Other PPPs
			Borough to assist with place shaping and the enhancement of the built environment.
Permitted development of employment uses to residential changes character and function of urban areas.	Baseline Information	2040 Local Plan could consider identifying and planning for areas of change.	<p>NPPF - The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve.</p> <p>Runnymede Corporate Business Plan - To proactively seek opportunities for regeneration in the Borough to assist with place shaping and the enhancement of the built environment.</p>
Demand for housing places pressure on Green Belt and wider landscape.	Baseline Information	Should the 2040 Local Plan release Green Belt for development, allocations will need to be sustainably located, on areas of least environmental quality and have regard for the transition between the urban area and wider landscape.	<p>European Landscape Convention - landscape to be integrated into regional and town planning policies.</p> <p>A Green Future - Safeguarding and enhancing the beauty of our natural scenery and improving its environmental value.</p>



## 12. Baseline Information – Economy & Employment

- 12.1 Accessibility to London and Heathrow by rail and motorway makes Runnymede a highly desirable business location. The Borough has a strong local economic base with many commercial enterprises in the town centres, industrial estates and business parks.
- 12.2 The Runnymede economy is buoyant. The claimant count in January 2022 was 2.5%, which is lower than the South East (3.4%) and England as a whole (4.4%)<sup>46</sup>. The percentage of the population of a working age (16-64) as at 2020 is 65.4%, a slight increase compared to 65.2% in 2014 but the general trend is declining from a high of 66.7% in 2007. The working age population is however higher than the South East (60.4%) and Great Britain (61.7%)<sup>47</sup>. Census 2021 data shows that 66.3% of the Runnymede population is comprised of 15 to 64 year olds and although this is a slightly different age cohort it does corroborate 2020 data for those of working age.
- 12.3 The proportion of economically active persons in employment in Runnymede in 2021 was 78.8%, higher than the South East (77.9%) and Great Britain (74.6%)<sup>45</sup>. However, this was a fall from a high of 83.8% in 2020, which may indicate impacts on the employment sector from the Covid-19 pandemic. The number of economically inactive was 16.3%, lower than the South East (18.9%) and Great Britain (21.5%). This is an increase from 14.9% in 2020 which again may be as a result of the Covid-19 pandemic.
- 12.4 The predominant occupations of Runnymede residents in 2021 were 'Managers, Directors & Senior Officials' (25.3%) and 'Professional Occupations' (23.7%). The largest employment sectors in the Borough by employee jobs were Human Health & Social Work (13.8%), Education (12.1%), Professional, Scientific and Technical Activities (12.1%) and Information & Communication (12.1%)<sup>45</sup>. Earnings by place of work was £802 per week for Runnymede in 2021, which is substantially higher than the South East (£635) and Great Britain (£613). Runnymede also has a higher jobs density than the Greta Britain and the South East. There were 4,455 active enterprises within the borough in 2021, compared to 3,855 in 2014, a positive trend.
- 12.5 Data from the Council's Employment Land Use Database includes information on office and industrial floorspace within the major employment areas in the Borough. At the end of September 2021, the database recorded a total of approximately 525,000sqm of employment floorspace. Of this, approximately 323,000sqm (62%) was in Class E(gi and ii) uses (office and research & development), 25,000sqm (5%) was in Egiii use (light industrial), 24,000sqm (4%) was in B2 use (general industrial) and 152,000sqm (29%) was in B8 use (storage & distribution).
- 12.6 The latest Runnymede Annual Monitoring Report 2020/21<sup>48</sup> shows that since adoption of the 2030 Local Plan there has been an increase of 11,744sqm of employment floorspace. This total is made up from an increase of 18,183sqm in office floorspace set against losses for light industrial (412sqm), general industrial (2,314sqm) and storage & distribution (3,908sqm).

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<sup>46</sup> ONS. Available at:

<https://www.ons.gov.uk/employmentandlabourmarket/peoplenotinwork/unemployment/datasets/claimantcountbyunitaryandlocalauthorityexperimental>

<sup>47</sup> NOMIS. Available at: <https://www.nomisweb.co.uk/>

<sup>48</sup> Runnymede Annual Monitoring Report 2020/21. Available at:

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

- 12.7 Further data from the Council's employment land use database (as at September 2021) identifies total vacant floorspace of 95,811sqm equating to an overall vacancy rate of 18% and within each use class as 25% for office and research & development uses, 10% for light industrial uses, 5% for general industrial uses and 8% for storage & distribution. This compares to 77,520sqm of vacant floorspace in 2015.
- 12.8 The introduction of permitted development of offices and other employment uses to residential has seen a number of office sites in the Borough converted to residential units, although these have been limited in the designated employment areas suggesting that these areas remain attractive to business.
- 12.9 The main retail centres in Runnymede are Addlestone, Chertsey & Egham. As at January 2022, retail vacancy rates in the Borough's centres was mixed. Table 12-1 sets out vacancy rates in each of the Borough's town centres since 2017 and how this compares to the South East and Great Britain as a whole. Table 12-1 shows that retail vacancy rates in Addlestone have fallen since 2017, Chertsey has seen no change but in Egham vacancy has risen sharply before improving in 2022, albeit that vacancy is still higher than in 2017. The vacancy rates in Chertsey and Egham are higher than the south east but lower than Great Britain.
- 12.10 Overall new retail openings accounted for 10,102sqm between 2017-2022 with closures accounting for 15,155sqm. Persistent vacancy (vacant for 3 or more years) is highest in Egham at (2.9%), followed by Chertsey (1.6%) and Addlestone (0.8%), but all are lower than Great Britain at 4.5%.

**Table 12-1: Retail Vacancy Rates in Addlestone, Chertsey & Egham 2017-2022**

Location	Year						Trend
	2017	2018	2019	2020	2021	2022	
Addlestone	12.7%	19.2%	7.9%	7.6%	10.8%	7.9%	✓
Chertsey	11.8%	10.4%	7.7%	9.8%	10.3%	11.8%	-
Egham	4.5%	14.9%	16.1%	12.7%	18.8%	14.7%	x
South East	9.5%	9.3%	9.3%	9.2%	10.4%	10.5%	
GB	12.1%	12.3%	12.7%	13.3%	15.0%	15.7%	

- 12.11 58.3% of the population of Runnymede are qualified to NVQ4 and above. This compares with 45.1% for the south east and 43.1% for Great Britain<sup>45</sup>.
- 12.12 Tourism is an important part of the local economy. The main attractions include Thorpe Park, the River Thames, the Runnymede meadows and Coopers Hill slopes (site of the Magna Carta memorial, the John F. Kennedy memorial and the Royal Air Forces Memorial), Wentworth Golf Club, Virginia Water Lake, Savill Gardens and Windsor Great Park, Thorpe Church, the site of Chertsey Abbey and St. Ann's Hill.

### Future Baseline

- 12.13 Whilst there is some uncertainty as to how fast the economy will recover following the Covid-19 pandemic, it is likely, in the absence of the plan that over the medium to longer term the local economy will continue to grow, given the Borough's accessibility to London and Heathrow, working age population profile and high level of qualifications, continuing to make the Borough a desirable business location. As such, it is likely that the Borough's population will continue to be highly qualified and have access to high earnings with low rates of unemployment compared to other areas. Nevertheless, the 2040 Local Plan should include/retain policies to continue Runnymede's economic success.

- 12.14 The baseline data shows that the amount of vacant employment floorspace in Runnymede has increased since 2015. However, it is uncertain whether this is a long-term trend caused by the Covid-19 pandemic or through a number of other factors e.g. high vacancy rates could be due to sites awaiting redevelopment or are low quality stock etc. Given the limited supply of general industrial floorspace in the Borough (24,000sqm), it is likely that low vacancy rates will continue in the future. Vacancy rates for light industrial and storage & distribution reasonably reflect what might be expected to account for churn in a normal market but the future baseline is considered to be uncertain depending on the longer term impacts of Covid-19 on demand.
- 12.15 Nevertheless, the 2040 Local Plan will need to ensure sufficient opportunities exist for employment land/floorspace to come forward for different classes of employment floorspace where there is demand and attract inward investment. This may however place pressure on the Green Belt and the 2040 Local Plan will need to balance these competing interests depending on the level of demand/supply of employment land/floorspace.
- 12.16 The conversion of offices/employment uses to residential under permitted development is likely to continue in the future and the 2040 Local Plan will need to consider the implications of this on employment land and floorspace supply/demand and whether further protection of the Borough's most important employment areas is required.
- 12.17 Whilst retail vacancy rates in Egham, and to some degree Chertsey are high, the Borough's town centres will continue to play a role in meeting people's day to day needs. In the absence of the plan, the regeneration of Egham through delivery of the Egham Gateway West & East sites in the 2030 Local Plan should help to improve and consolidate its retail function, vitality and viability and improve vacancy rates.
- 12.18 The 2040 Local Plan will need to include/retain policies to ensure the continued vitality and viability of the Borough's town centres and consider whether further opportunities to consolidate their place in the retail hierarchy and improve attractiveness exist.
- 12.19 The Borough will continue to be an attractive tourist location through its heritage assets and attractions such as Thorpe Park. The 2040 Local Plan should include/retain policies to ensure this continues and could seek opportunities to enhance the tourism offer of the Borough.
- 12.20 Based on the above, Table 12-2 sets out issues/problems, how the Local Plan can address these, if at all, and the relationship to the objectives of other relevant plans, policies and programmes.

**Table 12-2: Issues/Problems for Economy & Employment**

Issue/Problem	Source	How Local Plan Can Address Issue	Relationship to Other PPPs
Runnymede continues to be an area of high economic performance.	Baseline Information	The 2040 Local Plan should include/retain policies which maintain Runnymede's economic performance but will need to balance against travel demand.	NPPF - make sufficient provision for: employment, retail, leisure and other commercial development. Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt.

Issue/Problem	Source	How Local Plan Can Address Issue	Relationship to Other PPPs
			Runnymede Economic Strategy - Business relocation, expansion and investment in the Borough – Better infrastructure for growth – deliverables include: - Transport initiatives
Depending on need, demand for employment land/floorspace may place pressure on the Green Belt.	Baseline Information	The 2040 Local Plan will need to balance competing demands and ensure that if any Green Belt is released this is sustainably located, accessible by sustainable travel, sited on land of least environmental quality and have regard for the transition between the urban area and wider landscape.	NPPF - make sufficient provision for: employment, retail, leisure and other commercial development.
Employment floorspace losses continue through permitted development.	Baseline Information	The 2040 Local Plan will need to consider the impact of employment floorspace loss under permitted development on employment supply/demand. Policies for the protection of the Boroughs most important employments should be retained/enhanced.	NPPF - set criteria, or identify strategic sites, for local and inward investment to match the strategy and to meet anticipated needs over the plan period.  Surrey's 2050 Future Place Ambition - Safeguard our valuable economic assets, particularly employment land and premises within town centres and close to sustainable modes of transport.
Viability/Vitality of the Borough's Town Centres	Baseline Information	The 2040 Local Plan should include/retain policies which consolidate the vitality/viability of Town Centres and could seek further opportunities to improve attractiveness.	Revive & Renew - Town centres and Housing Supply – reimagined and fit for the future.  Surrey's 2050 Future Place Ambition - Promote high street revitalisation through diversification and encouraging the development of multi-functional space and the co-location of different services.

Issue/Problem	Source	How Local Plan Can Address Issue	Relationship to Other PPPs
			Runnymede Economic Strategy - Town centre regeneration and management.
Tourism offer of the Borough.	Baseline Information	Policies should be included/retained which maintain/enhance the Borough's tourism offer.	None

## 13. Baseline Information - Transport

- 13.1 Government policies and strategies recognise the need to reduce travel demand and to encourage other forms of transport including active (walking and cycling) and sustainable (public transport).
- 13.2 Travel to work data from the 2011 Census shows that by far the most popular mode of transport is the private car (64%) with active/sustainable travel including walking and cycling, contributing around 23% of Runnymede resident's travel to work patterns. The percentage of Runnymede residents using a car or van to travel to work is higher than the South East (61%) or England average (57%).
- 13.3 Data from 2020<sup>49</sup> shows that dependence on the car for travel to work has increased to 67.5% and although bus patronage has risen slightly, the percentage of residents walking, cycling or using the train has decreased. A comparison of travel to work by mode between 2011 Census and the 2020 data is shown in Table 13-1.

**Table 13-1: Travel to Work by Mode of Transport**

Method*	2011 (%)	2020 (%)	Trend
Work from home	6.1%	9.80%	✓
Train/Underground/Metro	8.95%	6.44%	✗
Bus/Minibus	1.86%	2.70%	✓
Car/Van	64.47%	67.47%	✗
Passenger in Car/Van	3.82%	3.33%	✗
Bicycle	2.91%	2.25%	✗
Walking	9.85%	6.63%	✗

\* Does not include motorcycle/taxi/other forms of transport so % do not add to 100.

- 13.4 Unsurprisingly car ownership in Runnymede is high with 1.47 cars per household which is higher than the south east (1.35) and England (1.16) average. Only 14.7% of households in Runnymede are without a car or van compared to 18.6% in the south east and 25.8% in England as a whole.
- 13.5 The highway network in Runnymede is formed from the Strategic Road Network (SRN) comprising the M3, M25 motorways and part of the A30 and operated by National Highways (formerly Highways England) and the Local Road Network (LRN) operated by the Local Highways Authority (LHA), which in this case is Surrey County Council. Both the strategic and local road networks in Runnymede suffer from congestion in certain areas, especially at peak times.
- 13.6 Census data from 2011 shows that the majority of Runnymede residents work within the local authority areas of Elmbridge (9%), Spelthorne (7%) & Woking (6%) in Surrey and the London Boroughs of Hillingdon (5%) and Hounslow (5%), as well as Runnymede itself (34%). This indicates that 66% of journeys to work are within around 10km of the Borough.
- 13.7 There are six rail stations situated within the Borough at Addlestone, Byfleet & New Haw, Chertsey, Egham, Longcross and Virginia Water. Addlestone, Chertsey, Egham, Longcross and Virginia Water are all suburban branch lines connecting Reading & Weybridge to London Waterloo and Byfleet & New Haw is served by the South West Mainline connecting the south coast to London Waterloo. All stations are served by

<sup>49</sup> ONS. Available at:

<https://www.ons.gov.uk/employmentandlabourmarket/peopleinwork/employmentandemployeetypes/datasets/methodoftraveltowork>

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.

- 13.8 The Borough is served by reasonably good bus links to the wider area such as Addlestone/Chertsey/Egham/Woodham/New Haw to Staines upon Thames, Woking and Egham/Englefield Green to Windsor and Heathrow. Some areas of the Borough such as Virginia Water and Thorpe are only served by an infrequent and limited bus service with only 1 service in the am & pm peak (Mon-Sat) and no services after 7pm or on Sundays.
- 13.9 Whilst not within the Borough of Runnymede, Heathrow Airport lies approximately 4km to the north east and is a major international hub airport for commercial passenger journeys and freight. Fairoaks Airfield to the south of Ottershaw is a local airfield used for private flights and flight training.

### **Future Baseline**

- 13.10 The transport evidence which supported the 2030 Local Plan<sup>50</sup> showed that the growth set out in the 2030 Local Plan, caused issues to arise on the A320, especially around St Peter's Hospital and Junction 11 of the M25. Other local routes where hotspots were identified include the A30, A308 (The Causeway), A317 (St Peters Way), A318 (Brighton Road) and B386 (Longcross Road). However, much of the local highway network appears to operate within capacity.
- 13.11 Improvements to the A320 are planned with £44m of funding secured and works are expected to be completed by 2024. As such, even in the absence of the plan, improvements to the local road network and junction 11 of the M25 will come forward, which should maintain vehicle flows on the A320 from Woking to Junction 11 of the M25. However, congestion hot spots at certain junctions and links will remain on the local road network if funding for further highway improvement is not secured, as set out in the Council's Infrastructure Delivery Plan (IDP) Schedules<sup>51</sup>. The Council has now implemented the Community Infrastructure Levy (CIL) which may aid in bringing projects forward.
- 13.12 The 2040 Local Plan will need to ensure continued support for highway projects which improve traffic flow at identified hotspots through updates to the IDP and including/retaining policies for infrastructure delivery.
- 13.13 The high levels of car ownership in Runnymede are likely to continue into the future and as such the car will still remain the main mode of transport for Runnymede residents. Since the 2011 Census the percentage of those travelling to work by car increased with a subsequent decrease in those travelling by train, walking and cycling, although the numbers working from home increased. Data on travel to work by mode of transport has yet to be released, since the Covid-19 pandemic. The pandemic may have altered some peoples working patterns, although there was already an upward trend towards working from home, prior to the pandemic, and this is likely to continue in the future. The falling trend of those walking/cycling may have improved or reversed since the Covid-19 pandemic, but this is uncertain and any changes to travel modes could be temporary in nature.
- 13.14 Given this background, the 2040 Local Plan should support strategies and projects which aim to improve the connectivity and attractiveness of active and sustainable

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<sup>50</sup> A320 Corridor Study (Arcadis) 2018 & Strategic Highway Assessment Report (SCC) 2017. Available at: <https://www.runnymede.gov.uk/planning-policy/planning-policy-evidence-based-documents/14>

<sup>51</sup> Runnymede IDP Schedules (RBC) 2018. Available at: <https://www.runnymede.gov.uk/planning-policy/planning-policy-evidence-based-documents/14>



transport infrastructure in Runnymede. This is especially the case where improvements which connect Runnymede to other areas are proposed, given that the majority of travel to work journeys (66%) are made within 10km of Runnymede and 34% within Runnymede itself and attractive active/sustainable transport choices could replace shorter journeys by car. Further, the 2040 Local Plan will need to ensure it delivers sustainable patterns of development to maximise opportunities sustainable travel choices.

13.15 Rail patronage appears to have fallen since 2011, and it is uncertain whether this trend will continue or whether rail patronage will increase over time. In any event capacity improvements to the rail network and stations are largely beyond the scope of the Local Plan, although support for schemes which improve rail capacity should be supported subject to local impacts.

13.16 Even in the absence of the plan, a third runway at Heathrow Airport may be delivered, significantly increasing the number of air passenger and freight flights with potential for increasing vehicle trips on the local and strategic road networks. However, until such time as further detail is revealed through the consenting process, the impact of a third runway on traffic impacts is uncertain. Whether a third runway is delivered or not, a new southern rail access to the airport has been proposed which may have implications for rail travel in Runnymede. However, the impacts to transport in Runnymede and more wider environmental impacts are uncertain at this stage and will depend on whether the scheme comes forward and its final route.

13.17 Based on the above, Table 13-2 sets out issues/problems, how the Local Plan can address these, if at all, and the relationship to the objectives of other relevant plans, policies and programmes.

**Table 13-2: Issues/Problems for Transport**

Issue/Problem	Source	How Local Plan Can Address Issue	Relationship to Other PPPs
Continued prevalence of journeys made by car and high levels of car ownership.	Baseline Information	The 2040 Local Plan should include/retain policies giving support for highway improvement schemes through an updated IDP as well as schemes/projects which aim to improve the attractiveness and connectivity of active/sustainable transport infrastructure. The 2040 Local Plan should also deliver sustainable patterns of development to maximise sustainable travel choices and reduce travel demand.	<p>Gear Change – Cycling and walking will be the natural first choice for many journeys with half of all journeys in towns and cities being cycled or walked by 2030. Ensure active travel is embedded in wider policy making.</p> <p>Decarbonising Transport - We will deliver a world class cycling and walking network in England by 2040.</p> <p>NPPF – Significant development should be focused on locations which are or can be made sustainable.</p> <p>Revive &amp; Renew - New Transport &amp; Smart Mobility – Covid19-</p>

Issue/Problem	Source	How Local Plan Can Address Issue	Relationship to Other PPPs
			<p>safe, sustainable, delivering good connectivity.</p> <p>Transport Strategy for the South East - Integrated approach to land use and transport planning; A network that promotes active travel; Reduce congestion and encourage further shifts to public transport; A reduction in the need to travel, particularly by private car.</p> <p>Surrey's 2050 Place Ambition - Improve connectivity both within Surrey and between strategically important hubs.</p> <p>Draft Surrey Local Transport Plan 4 - Ensure that new development is focussed around sustainable travel options.</p>

## 14. Baseline Information – Waste

- 14.1 Runnymede Borough Council is the waste collection authority in Runnymede, whilst Surrey County Council is the waste disposal authority. The Borough Council only collects waste from households and does not collect any commercial, industrial or hazardous waste.
- 14.2 Government statistics<sup>52</sup> show that total waste collected in Runnymede in 2020/21 was 32,332 tonnes which compares to 29,042 tonnes in 2014/15 an increase of 3,290 tonnes per annum and a negative trend. However, Runnymede had the highest percentage increase in waste recycling in 2020/21 in England, with rates increasing from 43.8% in 2019/2020 to 49% in 2020/21, a 5.2% increase and positive trend. This compares to 46.1% for the south east and 42.3% for England.
- 14.3 The Surrey Waste Local Plan 2020<sup>53</sup> allocates a site at Trumps Farm, Longcross for a Household Waste Materials Recycling Facility (MRF) for up to 50,000 tonnes per annum.

### Future Baseline

- 14.4 The Surrey Waste Plan estimates that waste arisings from Local Authority Collected Waste across Surrey will increase in the period 2017-2035 by 30,000 tonnes. Coupled with this, the increase in population is likely to see levels of waste collected from Runnymede continue to increase into the future, even in the absence of the Plan.
- 14.5 The increase in recycling rates could continue into the future, given that recycling targets at a national level and within the Surrey Waste Plan are currently higher than the 49% recorded for Runnymede in 2020/21.
- 14.6 Whilst waste planning is largely beyond the scope of the Local Plan, given the trend of increasing waste arisings and that higher rates of recycling will be required to hit targets, the 2040 Local Plan should include/retain policies which ensure that sufficient space for waste storage is delivered.
- 14.7 Based on the above, Table 14-1 sets out issues/problems, how the Local Plan can address these, if at all, and the relationship to the objectives of other relevant plans, policies and programmes.

**Table 14-1: Issues/Problems for Waste**

Issue/Problem	Source	How Local Plan Can Address Issue	Relationship to Other PPPs
Waste levels continue to increase.	Baseline Information	2040 Local Plan should include/retain policies which deliver waste storage within development proposals.	National Planning Policy for Waste - ensuring the design and layout of new residential and commercial development and other infrastructure complements sustainable waste management, including

<sup>52</sup> Gov.uk. Available at: <https://www.gov.uk/government/statistical-data-sets/env18-local-authority-collected-waste-annual-results-tables>

<sup>53</sup> Surrey Waste Local Plan (SCC) 2020. Available at: <https://www.surreycc.gov.uk/land-planning-and-development/minerals-and-waste/waste-plan>

Issue/Problem	Source	How Local Plan Can Address Issue	Relationship to Other PPPs
			the provision of appropriate storage and segregation facilities to facilitate high quality collections of waste.

## 15. Sustainability Framework

- 15.1 The sustainability framework is a decision aiding tool to ensure the consistent appraisal of Local Plan policy options, policies, allocations and other elements which make up the plan. The framework sets out a series of sustainability objectives and decision aiding criteria, to determine the sustainability and likely environmental impacts of the plan on the environment. The objectives and criteria in the sustainability framework are based on the review of the relevant plans, policies and programmes, baseline information and issues/problems identified.
- 15.2 Table 15-1 includes a set of SA/SEA objectives and associated decision aiding criteria, derived from the objectives and criteria of the SA Framework adopted for the 2030 Local Plan. This is in order to maintain continuity with previous SA assessments.
- 15.3 It is considered that the objectives and decision-making criteria adopted for the 2030 Local Plan remain just as relevant for appraising the 2040 Local Plan. However, some of the objectives and criteria have been refined as a result of other plans, policies and programmes and baseline information.

**Table 15-1: Proposed SA Framework**

SA Objectives	Decision Aiding Criteria
<p>SA Objective 1: To conserve and enhance biodiversity, habitats and species and ecosystem services, including green &amp; blue infrastructure</p>	<p>Will it avoid potential impacts of development on designated sites?</p> <p>Will it avoid net loss of and achieve enhancement of ecological resources and services?</p> <p>Will it avoid habitat fragmentation?</p> <p>Will it lead to development which incorporates or enhances biodiversity, green and blue infrastructure and its connectivity? <del>into the design e.g. linking green corridors, incorporation of habitats etc.?</del></p> <p>Will it help achieve delivery of Local Nature Recovery Strategies and enhancement of Biodiversity Opportunity Areas/Priority Habitat?</p>
<p>SA Objective 2: to protect and improve the health and well-being of the population and reduce inequalities in health</p>	<p>Will it help to address pockets of deprivation and child poverty?</p> <p>Will it improve access to healthcare?</p> <p>Will it provide for the needs of an ageing population and those with specialist needs?</p> <p>Will it facilitate opportunities to achieve active lifestyles and prevent obesity?</p> <p>Will it improve opportunities to access green &amp; blue infrastructure, outdoor/indoor sports, leisure and recreation?</p> <p>Will it protect and enhance community facilities and services?</p>

	<p>Will it safeguard human health and well-being by promoting climate change resilience through sustainable siting, design, landscaping and infrastructure?</p> <p>Will it improve opportunities to access community facilities and services?</p> <p>Will it support local sustainable food production, including the provision of allotments and community gardening?</p>
SA Objective 3: to protect soil and minerals resources	<p>Will it ensure that mineral resources are not sterilised?</p> <p>Will it avoid environmental effects from mineral abstraction on sensitive receptors?</p> <p>Will it make the most effective use of land and achieve efficiency in land use and avoid the development of greenfield land over the redevelopment of previously developed land and buildings?</p> <p>Will it provide opportunities for remediating/mitigating despoiled, degraded, derelict, contaminated and unstable land?</p> <p>Will it avoid the loss of the most valuable agricultural land?</p> <p>Will it minimise waste arisings and facilitate recycling?</p>
SA Objective 4: to improve water quality and efficiency?	<p>Will it ensure developments are water efficient and include opportunities for water recycling, water stewardship and water sensitive design where appropriate?</p> <p>Will it help to improve water quality?</p> <p>Will it minimise inappropriate development in Source Protection Zones?</p>
SA Objective 5: to increase resilience to climate change, including flood risk	<p>Will it ensure that people, property and businesses are protected from flooding, taking into account the impacts of climate change?</p>



	<p>Will development incorporate SUDS, <b>Natural Flood Management schemes and flood resilient design?</b></p> <p>Will it lead to developments which are designed to be resilient to hotter, drier summers and warmer, wetter winters?</p>
SA Objective 6: to reduce air and noise pollution	<p>Will it ensure that development minimises exposure to poor air quality and noise pollution <b>and does not add to air/noise pollution in the wider area?</b></p> <p>Will it avoid contributing to congestion <b>and reduce travel demand?</b></p> <p>Will it facilitate the incorporation of electric vehicle charging points into new developments or ensuring they can be retrofitted?</p>
SA Objective 7: reduce greenhouse gas emissions	<p>Will it ensure that new developments are designed to achieve high levels of energy efficiency?</p> <p>Will it prioritise access to <b>and improve connectivity</b> by good public transport and safe/<b>attractive</b> walking and cycling <b>facilities</b> infrastructure (including segregated cycle lanes), over facilities for private cars?</p> <p><b>Will it help to achieve walkable neighbourhoods?</b></p> <p>Will it increase renewable/<b>low carbon</b> energy generation?</p> <p><b>Will it provide opportunities to reduce carbon emissions and provide carbon capture/sinks?</b></p> <p><b>Will it promote waste reduction, the use of sustainably sourced materials and re-use of resources in construction and renovation?</b></p>
SA Objective 8: to sustain economic growth and competitiveness across the Borough	<p>Will it support a dynamic and diverse economy?</p> <p>Will it stimulate economic growth in deprived areas?</p> <p>Will it support low environmental impact business sectors?</p>

	<p>Will it contribute to the provision of opportunities for employment and improvements in educational attainment and skills development?</p> <p>Will it maintain and enhance the vitality/viability and retail function of the Borough's town and local centres?</p> <p>Will it support the Borough's tourist attractions?</p>
<p>SA Objective 9: to ensure the provision of high quality, sustainable constructed and affordable homes and necessary community infrastructure</p>	<p>Will it provide viable and deliverable good quality and affordable housing to meet identified needs?</p> <p>Will it ensure the protection, enhancement or delivery of necessary community infrastructure?</p> <p>Will it protect, enhance or provide delivery of infrastructure services and facilities?</p> <p>Will it achieve development that demonstrates sustainable design and construction including efficient use of materials?</p>
<p>SA Objective 10: to protect and enhance the Borough's historic and cultural assets</p>	<p>Will it ensure that development avoids adverse effects on heritage assets, archaeology and Conservation Areas?</p> <p>Will it enhance and promote the Borough's heritage assets and their setting?</p> <p>Will it protect or enhance the Borough's cultural facilities/services?</p> <p>Will it improve access to the Borough's cultural facilities/services?</p> <p><del>Will it ensure that development is well-designed and is well-related to the surrounding townscape?</del></p>

<p>SA Objective 11: to protect and enhance open space and the landscape/<b>townscape</b> character of the Borough</p>	<p>Will it protect and enhance landscape character?</p> <p><b>Will it ensure that development is of high quality and inclusive design and is well- related to the surrounding townscape?</b></p> <p>Will it ensure the quality of and provision of suitable open space, where need is identified?</p>
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## 16. Next Steps

- 16.1 The next stage of the SA will be assessment at the Issues and Options stage (Regulation 18) of Local Plan preparation. The Issues and Options paper and next iteration of SA will be subject to public consultation later in 2022.

### **Monitoring**

- 16.2 A framework for monitoring the significant effects of the 2040 Local Plan will be proposed in the SA/SEA at Issues & Options stage. The framework will be clearly linked to the objectives in the SA/SEA framework and be directly linked to significant effects.



# **Appendix A**

## **Review of Plans, Policies & Programs Relevant to the 2040 Local Plan**

Plan or Programme	Objectives, Targets or Key Message
<b>Biodiversity (including Fauna &amp; Flora) &amp; Green/Blue Infrastructure</b>	
<p><b>Summary of the Local Plan's (LP) relationship to biodiversity:</b>  The review of the Local Plan should, as far as it is able to do so, retain/strengthen or include policies/actions to aid in the protection and enhancement of biodiversity by minimising risks to habitat condition, fragmentation and loss as a result of development. The Local Plan should seek to provide net gains in biodiversity, retain and enhance priority habitats, support biodiversity opportunity areas (BOAs), contribute to resilient ecological networks as well as supporting and aiding delivery of Nature Recovery Strategies. The Local Plan should also seek to protect, enhance and provide a coherent green/blue infrastructure network and connectivity. A Habitat Regulations Assessment (HRA) will need to be undertaken.</p> <p>The SA should include objectives that addresses protection and enhancement of biodiversity, habitats, green/blue infrastructure and consideration of ecosystem services and ecological networks as well as biodiversity net gains. The SA should carefully consider the location of potential allocations and consider other policy effects which could impact upon biodiversity and the green/blue infrastructure network.</p>	
Strategic Plan for Biodiversity 2011-2020 (United Nations) 2010	<p>Sets out a vision that  'By 2050, biodiversity is valued, conserved, restored and wisely used, maintaining ecosystem services, sustaining a healthy planet and delivering benefits essential for all people'</p> <p>The Strategic Plan has 5 strategic goals:  A: Address the underlying causes of biodiversity loss by mainstreaming biodiversity across government and society;  B: Reduce the direct pressures on biodiversity and promote sustainable use;  C: Improve the status of biodiversity by safeguarding ecosystems, species and genetic diversity;  D: Enhance the benefits to all from biodiversity and ecosystem services;  E: Enhance implementation through participatory planning, knowledge management and capacity building</p>
A Green Future: Our 25 Year Plan to Improve the Environment (HM Government) 2018	Policies will focus on...Recovering nature and enhancing the beauty of landscapes.



Plan or Programme	Objectives, Targets or Key Message
	<p>Achieve a growing and resilient network of land, water and sea that is richer in plants and wildlife. On land and in freshwaters, we will do this by:</p> <ul style="list-style-type: none"> <li>- Restoring 75% of our one million hectares of terrestrial and freshwater protected sites to favourable condition, securing their wildlife value for the long term.</li> <li>- Creating or restoring 500,000 hectares of wildlife-rich habitat outside the protected site network, focusing on priority habitats as part of a wider set of land management changes providing extensive benefits.</li> <li>- Taking action to recover threatened, iconic or economically important species of animals, plants and fungi, and where possible to prevent human induced extinction or loss of known threatened species in England and the Overseas Territories.</li> <li>- Increasing woodland in England in line with our aspiration of 12% cover by 2060: this would involve planting 180,000 hectares by end of 2042.</li> </ul> <p>Actions we will take include:</p> <ul style="list-style-type: none"> <li>- Making sure that existing requirements for net gain for biodiversity in national planning policy are strengthened</li> </ul> <p>Environmental protections already enshrined in national planning policy will be maintained and strengthened.</p> <p>New development will happen in the right places, delivering maximum economic benefit while taking into account the need to avoid environmental damage. We will protect ancient woodlands and grasslands, high flood risk areas and our best agricultural land.</p>
Biodiversity 2020: A strategy for England's wildlife and ecosystem services (DEFRA) 2011	Halt overall loss of England's biodiversity by 2020; support healthy well-functioning ecosystems and establish coherent ecological networks.
The Conservation of Habitats and Species Regulations 2017	Regulation 63 requires Appropriate Assessment of plans and projects likely to have a significant effect on a National Site Network site.

Plan or Programme	Objectives, Targets or Key Message
Environment Act 2021	Sets out a requirement for Biodiversity Net Gain and a requirement to prepare Local Nature Recovery Strategies.
Wildlife & Countryside Act 1981	Prohibits taking, injuring, killing and disturbing wildlife. It is also an offence to disturb places used for shelter and protection.
Natural Environment & Rural Communities Act 2006	<p>Section 40(1) Every public authority must in exercising its functions, have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity.</p> <p>Section 40(3) Conserving biodiversity includes, in relation to a living organism or type of habitat, restoring or enhancing a population or habitat.</p>
National Planning Policy Framework (NPPF) 2021	<p>Para 20 - Strategic policies should set out an overall strategy for the pattern, scale and design quality of places, and make sufficient provision for... conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure.</p> <p>Para 99 - Existing open space, sports and recreational buildings and land, including playing fields, should not be built on (save in certain circumstances).</p> <p>Para 174 - Planning policies and decisions should contribute to and enhance the natural and local environment by...protecting and enhancing valued landscapes, sites of biodiversity... wider benefits from natural capital and ecosystem services... minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.</p> <p>Para 175 - Plans should: distinguish between the hierarchy of international, national and locally designated sites; allocate land with the least environmental or amenity value, where consistent</p>

Plan or Programme	Objectives, Targets or Key Message
	<p>with other policies in this Framework; take a strategic approach to maintaining and enhancing networks of habitats and green infrastructure; and plan for the enhancement of natural capital at a catchment or landscape scale across local authority boundaries.</p> <p>Para 179 - To protect and enhance biodiversity and geodiversity, plans should:</p> <p>b) promote the conservation, restoration and enhancement of priority habitats, ecological networks and the protection and recovery of priority species; and identify and pursue opportunities for securing measurable net gains for biodiversity.</p>
Planning Practice Guidance (PPG) Natural Environment 2019	Plans, and particularly those containing strategic policies, can be used to set out a suitable approach to both biodiversity and wider environmental net gain, how it will be achieved, and which areas present the best opportunities to deliver gains.
The State of Natural Capital: Restoring our Natural Assets 2014	<p>The report identifies that:</p> <p>some assets are currently not being used sustainably and the benefits that we derive from them are at risk;</p> <p>there are major economic benefits to be gained from natural capital and that their value should be incorporated into decision-making;</p> <p>and</p> <p>a long-term restoration plan is necessary to maintain and improve natural capital for future generations.</p>
South East Plan 2009	Policy NRM6 - Specific policy dealing with the Thames Basin Heaths SPA which sets out the principles of avoidance measures and exclusion zones.
Thames Basin Heaths Delivery Framework 2009	<p>Objectives of the Framework are to recommend: -</p> <p>A consistent approach to the protection of the SPA from the significant effects of residential;</p> <p>The type and extent of residential development that may have a significant effect either alone or in combination on the SPA;</p> <p>Key criteria for the delivery of avoidance measures</p>

Plan or Programme	Objectives, Targets or Key Message
The State of Surrey's Nature (Surrey Nature Partnership) 2017	For the entire species sample of 4,242 species: 11.5% locally extinct. 4% threatened 3% near threatened 14% declining
Surrey's 2050 Place Ambition v2 draft (Surrey Future) 2021	Priority - Invest in natural capital and deliver nature recovery Organisations such as Surrey County Council, Surrey Wildlife Trust and district and borough councils will continue to work together to avoid adverse effects on the environment, improve resilience to climate change and invest in natural capital by: <ul style="list-style-type: none"> <li>- Recognising the importance of natural capital and the role of ecosystem services and pursuing opportunities for improving biodiversity and the air and water environment alongside new development.</li> <li>- Creating a coherent connected network of accessible multi-functional greenspaces.</li> <li>- Providing Suitable Alternative Natural Greenspace to mitigate the impacts of new housing development on the SPAs which also delivers new accessible and good quality green infrastructure.</li> </ul>
<b>Population &amp; Human Health</b>	
<p><b>Summary of the Local Plan's (LP) relationship to population &amp; human health</b></p> <p>The Local Plan review, as far as it is able to do so, should retain, strengthen and/or implement policies/actions to prioritise health &amp; well-being, through encouraging and/or creating opportunities for physical exercise for all abilities, creating healthier choices, provision of affordable housing and housing for different groups of the population and by providing a good quality built environment and well-designed communities which are safe and accessible by walking, cycling and public transport.</p> <p>The SA framework should include objectives addressing the need to protect human health and promote well-being. The potential effects of the Local Plan on health may include opportunities for access to better health care services, access to good quality affordable housing and housing for specific groups, opportunities for physical/mental well-being through exercise and/or informal/formal recreation</p>	

Plan or Programme	Objectives, Targets or Key Message
opportunities, food production/consumption choices as well as safe and connected communities accessible by active travel such as walking/cycling.	
Sustainable Development Goals (UN)	Goal 3 Good Health & Well-being - Ensuring healthy lives and promoting the well-being for all at all ages is essential to sustainable development.
Build Back Better (UK Government) 2021	<p>Plan for healthcare involves i) tackling the electives backlog, ii) putting the NHS back on a sustainable footing and iii) increasing the focus on prevention.</p> <p>While the Government's immediate priorities for the NHS must be dealing with COVID-19 and recovering the elective backlog, its long-term priority remains shifting the NHS toward prevention. Prevention must be a central principle in delivering a sustainable NHS and levelling up. This means fixing the underlying causes of ill-health that are contributing to health spending increases and worsening outcomes. Improving the health of communities is vital to resilience against future health threats.</p>
NHS Long Term Plan	<p>Local NHS organisations will increasingly focus on population health and local partnerships with local authority-funded services, through new Integrated Care Systems (ICSs) everywhere.</p> <p>New integrated care systems (ICSs) will help deliver programmes as the NHS continues to move from reactive care towards a model embodying active population health management. ICSs – including the devolved health and care systems in Greater Manchester and Surrey Heartlands – will also provide stronger foundations for working with local government and voluntary sector partners on the broader agenda of prevention and health inequalities.</p>
Beating Crime Plan (UK Government) 2021	We will design crime and disorder out of areas by setting national security standards on building and area design nationally. We have embedded security standards and crime prevention principles within the National Model Design Code and are developing minimum standards as part of the review of the Housing, Health & Safety Rating System to ensure domestic security is not just a privilege to some. The Social Housing White Paper also announced

Plan or Programme	Objectives, Targets or Key Message
	<p>a review of the Decent Homes Standard. As part of that review, we want to explore how we can go further in using the Decent Homes Standard to keep social housing residents secure and help tackle anti-social behaviour.</p>
<p>A Green Future: Our 25 Year Plan to Improve the Environment (HM Government) 2018</p>	<p>We will:</p> <p>Help people improve their health and wellbeing by using green spaces including through mental health services.</p> <p>'Green' our towns and cities by creating green infrastructure and planting one million urban trees.</p>
<p>National Planning Policy Framework (NPPF) 2021</p>	<p>Para 20 - Strategic policies should set out an overall strategy for the pattern, scale and design quality of places, and make sufficient provision for:</p> <p>housing (including affordable housing), employment, retail, leisure and other commercial development...</p> <p>community facilities (such as health, education and cultural infrastructure);</p> <p>Para 92 - Planning policies and decisions should aim to achieve healthy, inclusive and safe places which:</p> <p>Promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other;</p> <p>Are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion.</p> <p>Para 93 - To provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should:</p> <p>Plan positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments;</p>

Plan or Programme	Objectives, Targets or Key Message
	<p>take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community.</p> <p>Para 97 - Planning policies and decisions should promote public safety and take into account wider security and defence requirements...</p> <p>Para 98 - Access to a network of high quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities...</p>
<p>Planning Policy for Traveller Sites (PPTS) 2015</p>	<p>Para 3 - Government's overarching aim is to ensure fair and equal treatment for travellers, in a way that facilitates the traditional and nomadic way of life of travellers while respecting the interests of the settled community.</p> <p>Para 9 - Local planning authorities should set pitch targets for gypsies and travellers and plot targets for travelling showpeople which address the likely permanent and transit site accommodation needs of travellers in their area.</p> <p>Para 13 - Sets out a range of criteria to take into account when setting policies for travellers including promoting peaceful and integrated co-existence, promote access to health and education and consider the effect of the local environment on health, avoid placing pressure on infrastructure and avoid areas of flood risk.</p>
<p>Planning Practice Guidance (PPG): Healthy &amp; Safe Communities 2019</p>	<p>Planning Practice Guidance</p> <p>Para 001 - Planning and health need to be considered together in two ways: in terms of creating environments that support and encourage healthy lifestyles, and in terms of identifying and securing the facilities needed for primary, secondary and tertiary care, and the wider health and care system (taking into account the changing needs of the population).</p> <p>Para 004 - Local planning authorities can have a role by supporting opportunities for communities to access a wide range of healthier food production and consumption choices.</p>



Plan or Programme	Objectives, Targets or Key Message
	Para 009 - Planning provides an important opportunity to consider the security of the built environment, those that live and work in it and the services it provides.
Planning Practice Guidance (PPG): Housing Needs of Different Groups (2019)	Para 001 - Plan-making authorities should assess the need for housing of different groups and reflect this in planning policies.
Joint Strategic Needs Assessment 2019	<p>The health, welfare, planning and housing authorities in Surrey need to work collectively to:</p> <p>Identify all available opportunities to increase affordable housing supply e.g. by using public land and assets to provide new schemes.</p> <p>Influence the type of housing supply (both public and private) to ensure it meets identified needs and current gaps in provision.</p>
Surrey Public Health Plan 2020-21 (SCC)	Objective - Promote healthy, inclusive and safe places through planning policies/decisions.
Surrey Health & Wellbeing Strategy (Surrey Health & Wellbeing Board) 2020	<p>Vision - By 2030 we want Surrey to be a uniquely special place where everyone has a great start to life, people live healthy and fulfilling lives, are enabled to achieve their full potential and contribute to their community, and no one is left behind.</p> <p>Our ambitions for our place are:</p> <p>Residents live in clean, safe and green communities, where people and organisations embrace their environmental responsibilities.</p> <p>Everyone has a place they can call home, with appropriate housing for all.</p> <p>Priorities include:</p> <p>Helping people in Surrey to lead healthy lives</p> <p>Empowering our citizens to lead healthier lives. This includes individual lifestyle factors, but also considers built environments and how that impacts on health. This priority area is entirely focused on prevention, and about creating healthy and proactive people who take ownership of their health.</p>

Plan or Programme	Objectives, Targets or Key Message
	<p>Supporting the mental health and emotional wellbeing of people in Surrey.</p> <p>Enabling the emotional wellbeing of our citizens by focusing on preventing poor mental health and supporting those with mental health needs. Empowering people to seek out support where required to prevent further escalation of need, but this priority is also about creating communities and environments that support good mental health.</p> <p>Outcomes we're aiming to achieve:</p> <p>People are supported to live independently for as long as possible;</p> <p>Everyone lives in adequate housing;</p> <p>People have a healthy weight and are active</p>
Community Vision for Surrey in 2030 (SCC) 2018	<p>By 2030 we want Surrey to be a uniquely special place where everyone has a great start to life, people live healthy and fulfilling lives, are enabled to achieve their full potential and contribute to their community, and no one is left behind.</p> <p>We want our county's economy to be strong, vibrant and successful and Surrey to be a great place to live, work and learn. A place that capitalises on its location and natural assets, and where communities feel supported and people are able to support each other.</p> <p>Ambitions for Place:</p> <ul style="list-style-type: none"> <li>- Residents live in clean, safe and green communities, where people and organisations embrace their environmental responsibilities.</li> <li>- Journeys across the county are easier, more predictable and safer.</li> <li>- Everyone has a place they can call home, with appropriate housing for all.</li> <li>- Businesses in Surrey thrive.</li> <li>- Well-connected communities, with effective infrastructure, that grow sustainably.</li> </ul>

Plan or Programme	Objectives, Targets or Key Message
Accommodation with Care and Support Strategy (SCC)	SCC's ambition is to commission accommodation with care and support for both adults with a learning disability and/or autism and older people that is focused on enabling independence and maximising individual choice and control.
Runnymede Housing Strategy Statement 2021-2026 (RBC)	<p>Aspiration is for sufficient and affordable, good quality housing that is accessible and suitable for local people in Runnymede.</p> <p>Aim to:</p> <p>Ensure good quality affordable housing is available to local people in both the social and private sector;</p> <p>Increase the provision of affordable housing including low cost home ownership.</p>
<b>Land &amp; Soil</b>	
<p><b>Summary of the Local Plan's (LP) relationship to land &amp; soil</b></p> <p>The Local Plan review, as far as it is able to do so, should retain, strengthen and/or implement policies/actions which prioritise the development of brownfield land, makes the best use of land, promotes mixed use development, protects the most valuable agricultural land and seeks opportunities for remediating/mitigating despoiled, degraded, derelict, contaminated and unstable land. The Local plan could also include policies/actions for healthy food production and protection/enhancement of green/blue infrastructure.</p> <p>The SA framework should include objectives addressing the protection of soil and land.</p>	
A Green Future: Our 25 Year Plan to Improve the Environment (HM Government) 2018	<p>Policies will focus on:</p> <p>Using and managing land sustainably.</p> <p>Ensure that resources from nature, such as food, fish and timber, are used more sustainably and efficiently. We will do this by:</p> <p>Improving our approach to soil management: by 2030 we want all of England's soils to be managed sustainably, and we will use natural capital thinking to develop appropriate soil metrics and management approaches.</p> <p>We will:</p> <p>Improve soil health, and restore and protect peatlands</p>

Plan or Programme	Objectives, Targets or Key Message
	<p>Environmental protections already enshrined in national planning policy will be maintained and strengthened.</p> <p>New development will happen in the right places, delivering maximum economic benefit while taking into account the need to avoid environmental damage. We will protect ancient woodlands and grasslands, high flood risk areas and our best agricultural land.</p>
Safeguarding our Soils: A Strategy for England (DEFRA) 2009	By 2030, all England's soils will be managed sustainably and degradation threats tackled successfully. This will improve the quality of England's soils and safeguard their ability to provide essential services for future generations.
Environmental Protection Act (1990)	To provide an improved system for the identification of land that is posing unacceptable risks to health or the environment and for securing remediation where necessary.
National Planning policy Framework (NPPF) 2021	<p>Para 119 - Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously developed or 'brownfield' land.</p> <p>Para 120 - Planning policies and decisions should:</p> <ul style="list-style-type: none"> <li>a) encourage multiple benefits from both urban and rural land, including through mixed use schemes and taking opportunities to achieve net environmental gains...</li> <li>b) recognise that some undeveloped land can perform many functions, such as for wildlife, recreation, flood risk mitigation, cooling/shading, carbon storage or food production;</li> <li>c) give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land;</li> </ul> <p>Para 124 - Planning policies and decisions should support development that makes efficient use of land...</p>

Plan or Programme	Objectives, Targets or Key Message
	<p>Para 174 - Planning policies and decisions should contribute to and enhance the natural and local environment by:</p> <ul style="list-style-type: none"> <li>a) protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils...</li> <li>e) preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil pollution or land instability.</li> <li>f) remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.</li> </ul>
<p>Planning Practice Guidance (PPG): Natural Environment 2019</p>	<p>Para 001 - Planning policies and decisions should take account of the economic and other benefits of the best and most versatile agricultural land.</p>
<p><b>Water</b></p>	
<p><b>Summary of the Local Plan's (LP) relationship to water</b></p> <p>The Local Plan review, as far as it is able to do so, should retain, strengthen and/or implement policies/actions relating to sustainable use of water/water efficiency as well as protecting and aiding opportunities to improve water quality. The Local Plan should also seek to minimise the risks from and to development by avoiding inappropriate development in areas of flood risk as well as pursue sustainable drainage and minimise run-off. Protection and enhancement of blue infrastructure assets/connections should also be included including flood protection measures where possible.</p> <p>The SA should include objectives that promote the protection and enhancement of the water environment &amp; blue infrastructure including reducing flood risk from all sources, water quality and efficiency.</p>	
<p>The Water Environment Regulations 2017</p>	<p>Regulations for protecting and improving the water environment including key objectives for water bodies, the deadlines by which they must be achieved and the exemptions which may be relied on.</p>
<p>A Green Future: Our 25 Year Plan to Improve the Environment (HM Government) 2018</p>	<p>25 Year Goals include achieving clean and plentiful water by:</p> <ul style="list-style-type: none"> <li>Improving at least three quarters of our waters to be close to their natural state as soon as is practicable by:</li> <li>Reducing the damaging abstraction of water from rivers and groundwater, ensuring that by 2021 the proportion of water bodies with enough water to support environmental standards increases</li> </ul>

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	<p>from 82% to 90% for surface water bodies and from 72% to 77% for groundwater bodies.</p> <p>Reaching or exceeding objectives for rivers, lakes, coastal and ground waters that are specially protected, whether for biodiversity or drinking water as per our River Basin Management Plans...</p>
<p>Future Water - The Government's water strategy for England (DEFRA) 2008</p>	<p>By 2030 at the latest, there is improved quality of the water environment and the ecology which it supports; sustainably managed risks from flooding; more effective management of surface water and sustainable use of water resources.</p>
<p>National Planning Policy Framework (NPPF) 2021</p>	<p>Para 174 - Planning policies and decisions should contribute to and enhance the natural and local environment by:</p> <p>preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of water pollution. Development should, wherever possible, help to improve local environmental conditions such as air and water quality.</p>
<p>Thames River Basin District Management Plan (Environment Agency) 2015</p>	<p>One of the main purposes of the plan is to prevent water bodies deteriorating, sets out legally binding objectives for each quality element in every water body, including an objective for the water body as a whole with the default objective is good status.</p> <p>Sets out actions to improve water quality. Future aims for the River Wey include implementing Lower Wey Oxbow Restoration Project to enhance and restore the main Wey river channel and Wey Diffuse Advice Project throughout the catchment.</p>
<p>Thames Catchment Flood Management Plan (Environment Agency) 2009</p>	<p>Aim is to promote more sustainable approaches to managing flood risk. Will be delivered through a combination of different approaches. Identifies that over 5,000 properties in Runnymede at risk in a 1% annual probability river flood.</p>
<p>Thames Abstraction Licensing Strategy (Environment Agency) 2019</p>	<p>Identifies the Thames having restricted 'Water available for licensing'.</p>

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River Wey Catchment Abstraction Management Strategy (Environment Agency) 2019	Identifies the Wey having restricted 'Water available for licensing'
Water Resource Management Plan (Affinity Water) 2020	We will put in place actions to help customers reduce their water use from an average of 152 litres of water per person per day to 129 litres by 2025. We aim to reduce water use to between 110 and 120 litres per person per day by 2045, if this is affordable for customers and delivered in a way that is acceptable to them.
Surrey Local Flood Risk Management Strategy 2017-2032 (SCC) 2017	<p>Vision</p> <p>To make Surrey more resilient to flooding on a long-term basis through a co-ordinated approach with residents and partners.</p> <p>Relevant objectives include:</p> <p>Objective 6: Planning</p> <p>We will reduce the risk of flooding to and from development through local planning policy and processes. To achieve this we will:</p> <p>Influence policy and advise Local Planning Authorities on managing flood risk</p> <p>Take viable opportunities to utilise existing and new development to reduce flood risk</p>
<b>Air &amp; Noise</b>	
<p><b>Summary of the Local Plan's (LP) relationship to air &amp; noise</b></p> <p>The Local Plan review should, as far as it is able to do so, retain, strengthen and/or implement policies/actions to maintain and/or improve air quality through minimising travel demand, promoting active/sustainable forms of travel, delivery of EV charging points and/or other innovations in development. The Local Plan should seek opportunities to improve connectivity between places so that the number of journeys by car can be reduced to ease congestion, improve noise levels and improve local air quality. The location of development including any allocations should carefully consider issues of noise nuisance both to and from development.</p> <p>The SA should include objectives relating to noise and air emissions.</p>	
Global Air Quality Guidelines (WHO) 2021	Sets out recommendations for interim targets for six air pollutants.
Environmental Noise Guidelines for the European Region (WHO) 2018	Sets out recommendations for average and night time noise limits from sources such as road traffic (53db & 45db), railway (54db &



Plan or Programme	Objectives, Targets or Key Message
	<p>44db), aircraft (45db &amp; 40db) and leisure noise (70db yearly average).</p> <p>Guiding principles: reduce, promote, coordinate and involve</p> <ul style="list-style-type: none"> <li>• Reduce exposure to noise, while conserving quiet areas.</li> <li>• Promote interventions to reduce exposure to noise and improve health.</li> <li>• Coordinate approaches to control noise sources and other environmental health risks.</li> <li>• Inform and involve communities potentially affected by a change in noise exposure.</li> </ul>
Clean Air Strategy (DEFRA) 2021	<p>By implementing the policies in this Strategy, we will reduce PM2.5 concentrations across the UK, so that the number of people living in locations above the WHO guideline level of 10 µg/m<sup>3</sup> is reduced by 50% by 2025.</p> <p>We will commit to a new target for the reduction of damaging deposition of reactive forms of nitrogen and review what longer term targets should be to further tackle the environmental impacts of air pollution.</p> <p>We will provide guidance for local authorities explaining how cumulative impacts of nitrogen deposition on natural habitats should be mitigated and assessed through the planning system.</p>
Road to Zero (HM Government) 2018	<p>Our mission is to put the UK at the forefront of the design and manufacturing of zero emission vehicles, and for all new cars and vans to be effectively zero emission by 2040. As set out in the NO<sub>2</sub> plan, we will end the sale of new conventional petrol and diesel cars and vans by 2040. By then, we expect the majority of new cars and vans sold to be 100% zero emission and all new cars and vans to have significant zero emission capability. By 2050 we want almost every car and van to be zero emission.</p> <p>We want to see at least 50%, and as many as 70%, of new car sales and up to 40% of new van sales being ultra low emission by 2030.</p>

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The Air Quality Standards Regulations 2010	Regulations include criteria for determining how achievement with the limit values should be assessed, including consideration of locations and relevant exposure.
A Green Future: Our 25 Year Plan to Improve the Environment (HM Government) 2018	<p>25 Year Goals include achieving clean air by:</p> <p>Meeting legally binding targets to reduce emissions of five damaging air pollutants. This should halve the effects of air pollution on health by 2030.</p> <p>Ending the sale of new conventional petrol and diesel cars and vans by 2040.</p> <p>Maintaining the continuous improvement in industrial emissions by building on existing good practice and the successful regulatory framework.</p>
Noise Policy Statement for England (DEFRA) 2010	<p>Through the effective management and control of environmental, neighbour and neighbourhood noise within the context of Government policy on sustainable development:</p> <ul style="list-style-type: none"> <li>• avoid significant adverse impacts on health and quality of life;</li> <li>• mitigate and minimise adverse impacts on health and quality of life; and</li> <li>• where possible, contribute to the improvement of health and quality of life.</li> </ul>
National Planning Policy Framework (NPPF) 2021	<p>Para 174 - Planning policies and decisions should contribute to and enhance the natural and local environment by:</p> <p>preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of air pollution. Development should, wherever possible, help to improve local environmental conditions such as air and water quality.</p> <p>Para 185 - Planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the</p>

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	<p>potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should:</p> <ul style="list-style-type: none"> <li>a) mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality</li> <li>b) identify and protect tranquil areas which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason;</li> </ul> <p>Para 186 - Planning policies and decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones... Opportunities to improve air quality or mitigate impacts should be identified</p>
Planning Practice Guidance (PPG): Air Quality 2019	Para 002 - Consideration of air quality issues at the plan-making stage can ensure a strategic approach to air quality and help secure net improvements in overall air quality where possible.
Planning Practice Guidance (PPG): Noise	Para 001 - Noise needs to be considered when development may create additional noise or would be sensitive to the prevailing acoustic environment.
Surrey Transport Plan: Air Quality Strategy (SCC) 2011	The aim of this plan is to help people meet their transport and travel needs effectively, reliably, safely and sustainably within Surrey; in order to promote economic vibrancy, protect and enhance the environment and improve the quality of life.
Air Quality Management Area Action Plan (RBC) 2014	Exceedances of the annual mean nitrogen dioxide objective continue to occur in the AQMAs. The plan includes development control measures aimed at ensuring adequate assessment of new development impacts and appropriate mitigation where adverse impacts are identified.
<b>Climate</b>	
<p><b>Summary of the Local Plan's (LP) relationship to climate</b></p> <p>The Local Plan review, as far as it is able to do so, should retain, strengthen and/or implement policies/actions aimed at mitigating and adapting to climate change impacts through promotion of energy efficiency, encouraging renewable/low carbon energy and reducing</p>	

Plan or Programme	Objectives, Targets or Key Message
<p>carbon emissions. Local Plan policies/actions should also encompass the location of development to maximise opportunities for active/sustainable travel and reduce the need to travel as well as consider the need to minimise the risks from and to development by avoiding inappropriate development in areas of flood risk as well as pursue sustainable drainage and minimise run-off.</p> <p>The SA should include objectives assessing the need to mitigate and adapt to climate impacts including reducing carbon emissions from domestic/commercial development, water efficiency, minimising the need to travel, promoting active/sustainable travel, addressing flood risk and drainage, opportunities for renewable/low carbon energy as well as protection/enhancement of green/blue infrastructure.</p>	
<p>Paris Agreement 2015</p>	<p>Global action plan to avoid dangerous climate change. 195 countries agreed to a long-term goal of keeping the increase in global average temperature below 2°C above pre-industrial levels and to aim to limit any increase to 1.5°C.</p> <p>The operational details for the practical implementation of the Paris Agreement were finalised at COP26 in Glasgow in November 2021.</p>
<p>Kyoto Protocol 2008-2012 &amp; Doha Agreement 2013-2020</p>	<p>The UK government agreed a legally binding targets to reduce greenhouse gas emissions by 12.5 % below the base year (1990) level over the period 2008 – 2012 (Kyoto) and by 20% below a base year of 2005 in the period 2013-2020 (Doha).</p> <p>UK met it's Kyoto targets and is on track to meet Doha targets.</p>
<p>Climate Change Act 2008</p>	<p>Sets the target for greenhouse gas emissions to be cut by at least 34% by 2020, and by at least 80% by 2050, below 1990 levels. The Act introduced five-year carbon budgets as a tool to achieve this target and set up the independent Committee on Climate Change. Act was amended to reach net zero greenhouse gas emissions by 2050.</p>
<p>Carbon Budget Order 2021</p>	<p>Sets the carbon budget for the sixth budgetary period (2033-2037) (the sixth carbon budget) at 965 million tonnes of carbon dioxide equivalent.</p>
<p>A Green Future: Our 25 Year Plan to Improve the Environment (HM Government) 2018</p>	<p>25 Year Goals include a reduced risk of harm from environmental hazards such as flooding and drought by... Making sure that decisions on land use, including development, reflect the level of current and future flood risk.</p>

Plan or Programme	Objectives, Targets or Key Message
	<p>We will take all possible action to mitigate climate change, while adapting to reduce its impact. We will do this by:</p> <p>Continuing to cut greenhouse gas emissions including from land use, land use change, the agriculture and waste sectors and the use of fluorinated gases...</p> <p>We will:</p> <p>Take action to reduce the risk of harm from flooding and coastal erosion including greater use of natural flood management solutions.</p> <p>Environmental protections already enshrined in national planning policy will be maintained and strengthened.</p> <p>New development will happen in the right places, delivering maximum economic benefit while taking into account the need to avoid environmental damage. We will protect ancient woodlands and grasslands, high flood risk areas and our best agricultural land.</p> <p>New homes will be built in a way that reduces demands for water, energy and material resources, improves flood resilience, minimises overheating and encourages walking and cycling. Resilient buildings and infrastructure will more readily adapt to a changing climate.</p>
Energy White Paper: Powering our Net Zero Future (HM Government) 2020	Sets out measures to shift from fossil fuels to clean energy, in power, buildings and industry, to meet net zero emissions by 2050 and sixth carbon budget. Commitment to heat network zoning by 2025. Local authorities to work with other stakeholders to identify areas where heat networks are the lowest cost, low carbon solution for decarbonising heat. Within a zone, certain types of building must connect to their local heat network in a given timeframe.
Heat & Buildings Strategy (HM Government) 2021	To meet net zero virtually all heat in buildings will need to be decarbonised. Emphasis is on fabric-first approach. Demonstrates that potential emissions savings from heating UK buildings are most likely to derive from measures to improve thermal performance; then decarbonising public buildings through a combination of energy efficiency and low-carbon heating; then via heat pumps; then energy-related products; then heat networks;

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	<p>then improved energy efficiency and low-carbon heat in new homes and buildings (5%); then via biomethane. Government will take a strategic decision on using hydrogen to heat buildings in 2026. The Strategy also emphasises the importance of associated investment and reinforcement of infrastructure e.g. generation, distribution and storage of energy; and ensure buildings use smart technologies.</p>
<p>Net Zero Strategy: Build Back Greener 2021</p>	<p>Sets out Government’s next steps for reducing emissions from each sector of the economy, and using carbon capture to absorb remaining emissions. Sets out a series of policies:</p> <ul style="list-style-type: none"> <li>- by 2035 the UK will be powered by entirely clean electricity, subject to security of supply;</li> <li>- commitment to more onshore, solar and other renewable generation</li> <li>- deployment of flexibility measures including storage</li> <li>- by 2035, no new gas boilers will be sold</li> <li>- funding for heat pump technologies</li> <li>- launching a hydrogen village trial to inform a decision on the role of hydrogen in the heating system by 2026</li> <li>- Zero emission vehicle mandate to deliver on 2030 commitment to end the sale of new petrol and diesel cars, and 2035 commitment that all cars must be fully zero emissions capable</li> <li>- Funding for EV infrastructure with focus on local on-street residential charging</li> <li>- Zero emission HGV technologies, buses and rail as well as infrastructure to support the transition</li> <li>- Funding to enable half of journeys in towns and cities to be cycled or walked by 2030</li> </ul>
<p>The Ten Point Plan for a Green Industrial Revolution (HM Government) 2020</p>	<p>Focuses on:  accelerating the shift to zero emission vehicles;  green public transport, cycling and walking;</p>

Plan or Programme	Objectives, Targets or Key Message
	<p>greener buildings; protecting our natural environment.</p>
National Planning Policy Framework (NPPF) 2021	<p>Para 20 – Strategic policies should set out an overall strategy for the pattern, scale and design quality of places, and make sufficient provision for: ...planning measures to address climate change mitigation and adaptation.</p> <p>Para 153 - Plans should take a proactive approach to mitigating and adapting to climate change, taking into account the long-term implications for flood risk, coastal change, water supply, biodiversity and landscapes, and the risk of overheating from rising temperatures. Policies should support appropriate measures to ensure the future resilience of communities and infrastructure to climate change impacts...</p> <p>Para 159 - Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future). Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere.</p> <p>Para 160 - Strategic policies should be informed by a strategic flood risk assessment, and should manage flood risk from all sources. They should consider cumulative impacts in, or affecting, local areas susceptible to flooding...</p>
Planning Practice Guidance (PPG) Climate Change 2019	<p>Para 001 - effective spatial planning is an important part of a successful response to climate change as it can influence the emission of greenhouse gases. In doing so, local planning authorities should ensure that protecting the local environment is properly considered alongside the broader issues of protecting the global environment.</p> <p>Para 004 - When preparing Local Plans and taking planning decisions local planning authorities should pay particular attention to integrating adaptation and mitigation approaches...</p>
Surrey Climate Change Strategy (SCC)	Sets a number of targets and actions including:

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	<p>60% emissions reduction in transport sector by 2035;  66% emissions reduction in domestic housing sector by 2035;  61% emissions reduction across commercial &amp; public buildings sector by 2035;  56% emissions reduction across industry by 2035.</p>
Greener Futures Climate Change Delivery Plan 2021-2025 (SCC)	<p>Reduce carbon emissions by 1.3m – 2.8m tonnes (20%-40%) from 2018 levels.</p> <p>Contribute to decarbonisation of electricity grid by increasing capacity of renewable energy by 1,244MW of low carbon electricity.</p> <p>Local Authority Actions to include:  Roll out EV charge point infrastructure.  Embed natural capital and land use opportunities designed to sequester increased carbon emissions into all appropriate infrastructure and development schemes...</p>
Surrey Local Transport Plan 3 (LTP3): Climate Change Strategy (SCC) 2011	<p>The objectives of the strategy are to reduce distance travelled by reducing the need to travel, increase travel by sustainable modes, maintain public transport patronage, switch to lower carbon vehicles, encourage efficient driving and manage traffic flows, reduce energy use of transport infrastructure and services and manage the climate change risks posed to transport.</p>
Draft Surrey Local Transport Plan 4 (LTP4) 2022-2032 (SCC)	<p>Objectives include:  To rapidly reduce carbon emissions, ensuring Surrey is on track for net zero emissions by 2050.</p> <p>Policy Area – Planning for Place  Measures include:  Establish ‘20-minute neighbourhoods’  Develop a Surrey street family framework  Ensure that new development is focussed around sustainable travel options</p>



Plan or Programme	Objectives, Targets or Key Message
<b>Material Assets</b>	
<p><b>Summary of the Local Plan’s (LP) relationship to material assets</b></p> <p>The Local Plan review, as far as it is able to do so, should retain, strengthen and/or implement policies to prioritise the reduction in primary aggregates use in development and supporting infrastructure through the reuse/recycling of construction/demolition wastes. The Local Plan should also provide for affordable housing and housing for different groups of the population and the infrastructure to support development across the Borough.</p> <p>The SA should include objectives assessing the need to promote the reuse/recycling of construction wastes as well as provision of affordable and other types of housing and infrastructure delivery.</p>	
National Planning Policy Framework (NPPF) 2021	<p>Para 20 – Strategic policies should set out an overall strategy for the pattern, scale and design quality of places, and make sufficient provision for:</p> <p>infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);</p> <p>c) community facilities (such as health, education and cultural infrastructure);</p> <p>Para 60 - To support the Government’s objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed...</p> <p>Para 62 - ...the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies (including,</p> <p>but not limited to, those who require affordable housing, families with children, older people, students, people with disabilities, service families, travellers, people who rent their homes and people wishing to commission or build their own homes.</p> <p>Para 63 - Where a need for affordable housing is identified, planning policies should specify the type of affordable housing required.</p> <p>Para 114 - Advanced, high quality and reliable communications infrastructure is essential for economic growth and social well-</p>

Plan or Programme	Objectives, Targets or Key Message
	<p>being. Planning policies and decisions should support the expansion of electronic communications networks, including next generation mobile technology (such as 5G) and full fibre broadband connections.</p> <p>Para 209 - It is essential that there is a sufficient supply of minerals to provide the infrastructure, buildings, energy and goods that the country needs.</p>
Surrey Health & Wellbeing Strategy (Surrey Health & Wellbeing Board) 2020	<p>Our ambitions for our place are:</p> <p>Well-connected communities, with effective infrastructure, that grow sustainably.</p>
Community Vision for Surrey in 2030 (SCC) 2018	<p>Ambitions for Place include:</p> <p>Well-connected communities, with effective infrastructure, that grow sustainably.</p>
Surrey Minerals Plan: Core Strategy (2011) Surrey County Council	<p>Vision is: -</p> <p>Exploitation of mineral resources and other mineral development in Surrey should be efficient, environmentally responsible, adequate, as far as possible, to meet the needs of the economy and should not impose significant adverse impacts on the community</p> <p>and this is encompassed in the following: -</p> <p>reducing demand for primary minerals by encouraging efficient use of resources and recycled materials, where appropriate, in preference to excavating new resources;</p>
Surrey Minerals Plan Primary Aggregates Development Plan Document (SCC) 2011	<p>The document identifies the preferred areas for future primary aggregate extraction for the period 2009-2026. Preferred areas for future aggregate extraction (concreting aggregate) have been listed as Addlestone Quarry Extension (Wey Manor Farm), Milton Park Farm, Egham and Whitehall Farm, Egham.</p>
The Surrey Aggregates Recycling Joint DPD for the Waste and Minerals Plan (SCC) 2013	<p>The document identifies the preferred areas for locating aggregate recycling facilities. Preferred areas are listed as Addlestone Quarry Extension (Wey Manor Farm), Hamm Court Farm, Milton Park</p>

Plan or Programme	Objectives, Targets or Key Message
	Farm, Penton Hook, Lyne Lane, Land adjacent to Trump's Farm, and Martyr's Lane.
<b>Cultural Heritage (including Architectural &amp; Archaeological Heritage)</b>	
<p><b>Summary of the Local Plan's (LP) relationship to cultural heritage</b></p> <p>The Local Plan review, as far as it is able to do so, should retain, strengthen and/or implement policies/actions to minimise the risks to the historic environment by proactively planning for its protection/enhancement and enjoyment. The Local Plan should also include policies/actions to protect/enhance cultural assets and opportunities to improve access to cultural facilities/services.</p> <p>The SA framework should include objectives that relate to heritage and the protection/enhancement of cultural facilities and services and opportunities to improve access to these.</p>	
Planning (Listed Buildings and Conservation Areas) Act 1990	Sets out specific protection for buildings and areas of special architectural or historic interest.
Ancient Monuments and Archaeological Areas Act 1979	Sets out specific protection for monuments of national interest.
Historic Buildings and Ancient Monuments Act 1953	Makes provision for the compilation of a register of gardens and other land (parks and gardens, and battlefields).
National Planning Policy Framework (NPPF) 2021	<p>Para 189 - assets are an irreplaceable resource, and should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations.</p> <p>Para 190 - Plans should set out a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats.</p>
Planning Practice Guidance (PPG): Historic Environment 2019	Plan-making bodies should identify specific opportunities within their area for the conservation and enhancement of heritage assets, including their setting.
<b>Landscape/Townscape</b>	
<p><b>Summary of the Local Plan's (LP) relationship to landscape/townscape</b></p> <p>The Local Plan review, as far as it is able to do so, should retain, strengthen and/or implement policies/actions to enhance the built environment and protect/enhance the Borough's landscapes through high quality design. The Local Plan should seek opportunities to create better connections between communities and access to services by active/sustainable travel and plan for the regeneration of areas/centres and the public realm. Policies/actions should also seek to protect/enhance and provide new opportunities for green/blue infrastructure assets and connections.</p>	

Plan or Programme	Objectives, Targets or Key Message
<p>The SA should include objectives which assess the need to protect/enhance the Borough's townscapes and landscapes, opportunities for improving connectivity by active/sustainable travel and opportunities to protect/enhance/provide green/blue infrastructure.</p>	
<p>European Landscape Convention (EC) 2000</p>	<p>Promotes the protection, management and planning of European landscapes and organises European co-operation on landscape issues. Open for signature by member states as well as European non-member states.</p> <p>Requires landscape to be integrated into regional and town planning policies and in cultural, environmental, agricultural, social and economic policies, as well as any other policies with possible direct or indirect impacts on landscape.</p>
<p>A Green Future: Our 25 Year Plan to Improve the Environment (HM Government) 2018</p>	<p>We will conserve and enhance the beauty of our natural environment, and make sure it can be enjoyed, used by and cared for by everyone. We will do this by:</p> <p>Safeguarding and enhancing the beauty of our natural scenery and improving its environmental value while being sensitive to considerations of its heritage.</p> <p>Making sure that there are high quality, accessible, natural spaces close to where people live and work, particularly in urban areas, and encouraging more people to spend time in them to benefit their health and wellbeing.</p>
<p>National Planning Policy Framework (NPPF) 2021</p>	<p>Para 20 – Strategic policies should set out an overall strategy for the pattern, scale and design quality of places, and make sufficient provision for:</p> <p>conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure...</p> <p>Para 126 - The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development...</p> <p>Para 174 - Planning policies and decisions should contribute to and enhance the natural and local environment by:</p> <p>a) protecting and enhancing valued landscapes...</p>

Plan or Programme	Objectives, Targets or Key Message
	<p>b) recognising the intrinsic character and beauty of the countryside...including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland;</p>
<p>Planning Practice Guidance: Healthy &amp; Safe Communities (2019)</p>	<p>Plan-making can play a crucial role in estate regeneration by setting a strategic vision and framework and establishing the principles to inform development early in the process.</p>
<p>Runnymede Corporate Business Plan (RBC) 2016-2020</p>	<p>Enhancing Our Environment To proactively seek opportunities for regeneration in the Borough to assist with place shaping and the enhancement of the built environment.</p>
<p><b>Economy &amp; Employment</b></p>	
<p><b>Summary of the Local Plan's (LP) relationship to economy &amp; employment</b> The Local Plan review, as far as it is able to do so, should retain, strengthen and/or implement policies/actions which promote economic growth and development including for specific sectors and SME's as appropriate. The Local Plan should seek to improve the quality and offer of the towns through regeneration and ensure delivery of jobs through employment development, protect the Borough's most important/strategic areas of employment and promote tourism. The Local Plan should also ensure development is supported by the infrastructure needed to support economic development.</p> <p>The SA should include objectives which assess the impact (both positively and negatively) on economic activity, regeneration of the towns and tourism.</p>	
<p>Build Back Better (HM Government) 2021</p>	<p>Support our small and medium-sized enterprises (SMEs) to grow through two new schemes to boost productivity: Regenerate struggling towns in all parts of the UK via the UK Shared Prosperity Fund and the UK-wide Levelling Up Fund. Catalyse centres of excellence, supporting individuals across the country to access jobs and opportunities by ensuring digital and transport connectivity. Invest in net zero to create new opportunities for economic growth and jobs across the country. Grow our current net zero industries and encourage new ones to emerge.</p>

Plan or Programme	Objectives, Targets or Key Message
National Planning Policy Framework (NPPF) 2021	<p>Para 20 – Strategic policies should set out an overall strategy for the pattern, scale and design quality of places, and make sufficient provision for:</p> <p>a) housing (including affordable housing), employment, retail, leisure and other commercial development;</p> <p>Para 81 - Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.</p> <p>Para 82 - Planning policies should:</p> <p>a) set out a clear economic vision and strategy which positively and proactively encourages sustainable economic growth, having regard to Local Industrial Strategies and other local policies for economic development and regeneration;</p> <p>b) set criteria, or identify strategic sites, for local and inward investment to match the strategy and to meet anticipated needs over the plan period;</p> <p>c) seek to address potential barriers to investment, such as inadequate infrastructure, services or housing, or a poor environment; and</p> <p>d) be flexible enough to accommodate needs not anticipated in the plan, allow for new and flexible working practices (such as live-work accommodation), and to enable a rapid response to changes in economic circumstances.</p> <p>Para 83 - Planning policies and decisions should recognise and address the specific locational requirements of different sectors. This includes making provision for clusters or networks of knowledge and data-driven, creative or high technology industries; and for storage and distribution operations at a variety of scales and in suitably accessible locations.</p>
Strategic Economic Plan 2018-2030 (EM3 LEP)	In the next 12 years we aim to grow our economy by 4% p.a. on average.

Plan or Programme	Objectives, Targets or Key Message
	<p>Whilst the economy is strong, it is clear that Enterprise M3 is not achieving as much growth in high value sectors as it could.</p> <p>Growth in digital sectors is lower than in other parts of the country. One key to improving this is make sure the area is attractive to so-called “Young Urban Residents”.</p> <p>Priorities for growth include:</p> <ul style="list-style-type: none"> <li>High Value Sectors for a Globally Facing Economy;</li> <li>Enterprise and Innovation for Scaling Up High Productivity SMEs;</li> <li>Skills for a High Value, High Growth Economy;</li> <li>Connectivity for a 21st Century Advanced Digital and Low Carbon Economy;</li> <li>Dynamic Communities and Sustainable Growth Corridors.</li> </ul>
Revive & Renew (EM3 LEP)	<p>Priorities include:</p> <ul style="list-style-type: none"> <li>Job Creation and Skills for Employment</li> <li>Digitisation and an ultra-fast digital infrastructure for business resilience, innovation and growth</li> <li>Growth in our low carbon economy</li> <li>New Transport &amp; Smart Mobility – Covid19-safe, sustainable, delivering good connectivity</li> <li>Town centres and Housing Supply – reimagined and fit for the future.</li> </ul>
Surrey Economic Strategy Statement (SCC) 2020	<p>Four key priorities to support Surrey’s growth through the current crisis and into the next decade, focused on:</p> <ul style="list-style-type: none"> <li>Growing the leading edge: supporting the growth of Surrey’s innovation economy;</li> <li>A ‘whole place’ approach to growing and sustaining quality places;</li> <li>Maximising opportunities within a balanced, inclusive economy;</li> <li>Capturing the potential of a greener economy</li> </ul>
Surrey’s 2050 Place Ambition v2 draft (Surrey Future) 2021	Four strategic priorities:

Plan or Programme	Objectives, Targets or Key Message
	<p>Improve connectivity both within Surrey and between strategically important hubs;</p> <p>Enhance the place offer of Surrey's towns</p> <ul style="list-style-type: none"> <li>- Strategic towns will often be the focus for investment to unlock sites, improve movement and connectivity, support economic development and create sustainable places. Egham is identified as a strategic town with Addlestone and Chertsey as secondary centres.</li> <li>- Continue to develop an approach to unlocking the potential of all Surrey's towns – of strategic and local significance; established and new - which aims to: <ul style="list-style-type: none"> <li>Safeguard our valuable economic assets, particularly employment land and premises within town centres and close to sustainable modes of transport, ensuring that there continues to be a flexible supply to meet changing economic needs, catering for established, growing and start-up businesses and attracting new employers.</li> <li>Depending on the specific details and locations of development, allow the removal of poor-quality stock from the employment land supply where sites are poorly located.</li> <li>Promote high street revitalisation through diversification and encouraging the development of multi-functional space and the co-location of different services.</li> </ul> </li> </ul> <p>Maximise the potential of our Strategic Opportunity Areas – Includes Longcross – Staines – Heathrow Corridor;</p> <p>Invest in natural capital and deliver nature recovery.</p>
Runnymede Economic Strategy 2016-2020 (RBC)	<p>Five priorities identified:</p> <p>Business relocation, expansion and investment in the Borough – To achieve this:</p>



Plan or Programme	Objectives, Targets or Key Message
	<ul style="list-style-type: none"> <li>- Promoting the economic importance of the 'Upper EM3 area</li> <li>- Promoting the Borough as a business location</li> <li>- Supporting and promoting the Enterprise Zone</li> </ul> <p>Maintaining competitive advantage through business engagement and support;</p> <p>A dynamic workforce for a high-tech economy;</p> <p>Better infrastructure for growth – deliverables include:</p> <ul style="list-style-type: none"> <li>- Transport initiatives</li> <li>- Environmental enhancement of commercial sites</li> <li>- Town centre regeneration and management</li> </ul> <p>Promoting innovation and technology sectors.</p>
<b>Transport</b>	
<p><b>Summary of the Local Plan's (LP) relationship to transport</b></p> <p>The Local Plan review, as far as it is able to do so, should retain, strengthen and/or include policies/actions which reduce the need to travel by car, seek opportunities to improve access to and connectivity with services/facilities/employment by active/sustainable modes of travel and transport hubs. The Local Plan should also include policies/actions which seeks delivery of transport infrastructure, EV charging points and other innovative technologies where appropriate.</p> <p>The SA should include objectives which assess reducing the need to travel by car, opportunities for improving access to and connectivity by active/sustainable travel to services/facilities/employment and opportunities for transport infrastructure and EV charging and maintaining/improving air quality and reducing carbon emissions.</p>	
The Ten Point Plan for a Green Industrial Revolution (HM Government) 2020	<p>Focuses on:</p> <ul style="list-style-type: none"> <li>accelerating the shift to zero emission vehicles;</li> <li>green public transport, cycling and walking;</li> <li>Investing £1.3 billion in charging infrastructure to accelerate the mass adoption of electric vehicles (EVs) ahead of ending the sale of new petrol and diesel cars by 2030;</li> </ul>
Gear Change: A Bold Vision for Cycling & Walking (DfT) 2020	<p>Vision - England will be a great walking and cycling nation. Places will be truly walkable. A travel revolution in our streets, towns and communities will have made cycling a mass form of transit. Cycling and walking will be the natural first choice for many journeys with</p>

Plan or Programme	Objectives, Targets or Key Message
	<p>half of all journeys in towns and cities being cycled or walked by 2030.</p> <p>Strategic Priorities:</p> <p>Accelerating modal shift to public and active transport;</p> <p>... we need to ensure active travel is embedded in wider policy making, and want to encourage and empower local authorities to take bold decisions.</p>
Decarbonising Transport: A Better Greener Britain (DfT) 2021	<p>We will deliver a world class cycling and walking network in England by 2040.</p> <p>We will embed transport decarbonisation principles in spatial planning and across transport policymaking.</p>
National Planning Policy Framework (NPPF) 2021	<p>Para 104 - Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:</p> <ul style="list-style-type: none"> <li>a) the potential impacts of development on transport networks can be addressed;</li> <li>b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;</li> <li>c) opportunities to promote walking, cycling and public transport use are identified and pursued;</li> <li>d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and</li> <li>e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.</li> </ul> <p>Para 105 - The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made</p>

Plan or Programme	Objectives, Targets or Key Message
	sustainable, through limiting the need to travel and offering a genuine choice of transport modes.
Transport Strategy for the South East (Transport for the South East) 2020	<p>By 2050, the South East of England will be a leading global region for net-zero carbon, sustainable economic growth where integrated transport, digital and energy networks have delivered a step change in connectivity and environmental quality. A high-quality, reliable, safe and accessible transport network will offer seamless door-to-door journeys enabling our businesses to compete and trade more effectively in the global marketplace and giving our residents and visitors the highest quality of life.</p> <p>Priorities include:</p> <ul style="list-style-type: none"> <li>Better connectivity between our major economic hubs, international gateways (ports, airports and rail terminals) and their markets;</li> <li>More reliable journeys for people and goods travelling between the South East's major economic hubs and to and from international gateways;</li> <li>A more integrated approach to land use and transport planning that helps our partners across the South East meet future housing, employment and regeneration needs sustainably;</li> <li>A network that promotes active travel and active lifestyles to improve our health and wellbeing;</li> <li>Improved air quality supported by initiatives to reduce congestion and encourage further shifts to public transport;</li> <li>A reduction in the need to travel, particularly by private car, to reduce the impact of transport on people and the environment.</li> </ul>
Surrey Health & Wellbeing Strategy (Surrey Health & Wellbeing Board) 2020	<p>Our ambitions for our place are:</p> <p>Journeys across the county are easier, more predictable and safer.</p>
Strategic Economic Strategy 2018-2030 (EM3 LEP)	<p>We need to address congestion in order to increase productivity and enable growth. Currently congestion acts as a major barrier to growth in key centres...</p>

Plan or Programme	Objectives, Targets or Key Message
	<p>Transport is essential to ensuring that a skilled workforce can access appropriate jobs. In some areas there is a mismatch between residents and jobs, where the skills of the local workforce don't meet those of the employer...</p> <p>Focus of our approach to transport is therefore to:</p> <ul style="list-style-type: none"> <li>create an environment for digital solutions to connectivity...</li> <li>support planned housing development, and increase the attractiveness of the area as residential locations.</li> <li>enable the sustainable development of business growth, town centre regeneration and housing development, through the support of low carbon solutions and addressing poor air quality.</li> </ul>
Community Vision for Surrey in 2030 (SCC) 2018	<p>Ambitions for Place include:</p> <p>Journeys across the county are easier, more predictable and safer;</p>
Surrey's 2050 Place Ambition v2 draft (Surrey Future) 2021	<p>Strategic priorities include:</p> <p>Improve connectivity both within Surrey and between strategically important hubs – continue to review infrastructure priorities to:</p> <ul style="list-style-type: none"> <li>- Improve rail connectivity between Surrey's main towns and other key economic centres by securing investment in... Southern Rail access from Heathrow Airport to Surrey and beyond;</li> <li>- Focus on improving stations within Surrey... Develop stations by improving access to them by public transport and active modes and enhance overall quality of services;</li> <li>- Enhance the quality of bus services through investing in infrastructure to allow faster journeys by bus, improving the coverage of the network, providing more coordinated bus services which integrate with other transport modes and improving service frequencies, reliability, fares and customer experience.</li> <li>- Support the provision of a high-quality network to increase walking/cycling uptake.</li> </ul>

Plan or Programme	Objectives, Targets or Key Message
Surrey Local Transport Plan 3 (SCC) 2011	<p>Vision – Helping people meet their travel needs reliably, safely and sustainably.</p> <p>Objectives:</p> <p>Effective Transport: To meet the needs of residents, business and visitors in Surrey by maintaining and improving the transport network;</p> <p>Reliable Transport: To improve the reliability of transport in Surrey;</p> <p>Safe Transport: To improve the safety and security of the travelling public in Surrey;</p> <p>Sustainable Transport: To provide a Transport system that protects the environment, keeps people healthy and provides value for money</p>
Draft Surrey Local Transport Plan 4 (LTP4) 2022-2032 (SCC)	<p>Vision</p> <p>A future-ready transport system that allows Surrey to lead the UK in achieving a low-carbon, economically prosperous, healthy and inclusive county with excellent quality of life for all residents, whilst seeking to enhance the built and natural environments.</p> <p>Objectives include:</p> <p>To rapidly reduce carbon emissions, ensuring Surrey is on track for net zero emissions by 2050;</p> <p>To support Surrey’s growth ambitions and enable businesses and people to prosper sustainably;</p> <p>To provide well connected communities that encourage social mobility and ensure no-one is left behind;</p> <p>To create thriving communities with clean air, with excellent health, wellbeing and quality of life.</p>

Plan or Programme	Objectives, Targets or Key Message
	<p>Policy Area – Planning for Place Measures include: Establish ‘20-minute neighbourhoods’ Develop a Surrey street family framework Ensure that new development is focussed around sustainable travel options</p> <p>Policy Area – Active Travel/Personal Mobility New, extended and improved routes Supporting facilities Measures to encourage change on longer journey</p> <p>Policy Area – Public/Shared Transport Improving, integrating and simplifying services Improving journey time reliability Improving accessibility and safety</p> <p>Policy Area – Efficient Network Management Targeted capacity improvements</p>
Rights of Way Improvement Plan for Surrey (SCC) 2014	<p>Five main objectives for improving our rights of way: - to improve accessibility to services, facilities and the wider countryside along rights of way to improve connectivity of rights of way and to reduce severance to improve the quality of the rights of way network to increase recreational enjoyment to secure coordinated implementation of the Rights of Way Improvement Plan within resources available.</p>
<b>Waste</b>	
<p><b>Summary of the Local Plan’s (LP) relationship to waste</b> The Local Plan, as far as it is able to do so, should retain, strengthen and/or include policies which seek to reduce further the amount of waste generated and to increase the use of recycled or recovered materials in the maintenance or construction of urban developments and supporting infrastructure. The Local Plan should also include policies which seeks to ensure space within development for waste storage.</p>	

Plan or Programme	Objectives, Targets or Key Message
<p>The SA should include objectives which assess the need to reduce resources and emphasise waste prevention/re-use/recycling in construction/demolition.</p>	
<p>Waste Management Plan for England (DEFRA) 2021</p>	<p>The United Kingdom is committed to meeting its target of recovering at least 70% by weight of non-hazardous construction and demolition (C&amp;D) waste by 2020.</p>
<p>A Green Future: Our 25 Year Plan to Improve the Environment (HM Government) 2018</p>	<p>Policies will focus on:            Increasing resource efficiency and reducing pollution &amp; waste.</p> <p>We will minimise waste, reuse materials as much as we can and manage materials at the end of their life to minimise the impact on the environment. We will do this by:</p> <ul style="list-style-type: none"> <li>Working towards our ambition of zero avoidable waste by 2050;</li> <li>Working to a target of eliminating avoidable plastic waste by end of 2042;</li> <li>Meeting all existing waste targets – including those on landfill, reuse and recycling – and developing ambitious new future targets and milestones;</li> <li>Seeking to eliminate waste crime and illegal waste sites over the lifetime of this Plan, prioritising those of highest risk. Delivering a substantial reduction in litter and littering behaviour;</li> <li>Significantly reducing and where possible preventing all kinds of marine plastic pollution – in particular material that came originally from land.</li> </ul>
<p>National Planning Policy for Waste 2014</p>	<p>Positive planning plays a pivotal role in delivering this country's waste ambitions through:</p> <ul style="list-style-type: none"> <li>delivery of sustainable development and resource efficiency, including provision of modern infrastructure, local employment opportunities and wider climate change benefits, by driving waste management up the waste hierarchy;</li> </ul>

Plan or Programme	Objectives, Targets or Key Message
	<p>helping to secure the re-use, recovery or disposal of waste without endangering human health and without harming the environment;</p> <p>ensuring the design and layout of new residential and commercial development and other infrastructure (such as safe and reliable transport links) complements sustainable waste management, including the provision of appropriate storage and segregation facilities to facilitate high quality collections of waste.</p>
<p>Planning Practice Guidance (PPG): Waste 2015</p>	<p>Para 009 - Driving waste up the Waste Hierarchy is an integral part of the National waste management plan for England and national planning policy for waste.</p>
<p>Surrey Waste Plan (SCC) 2020</p>	<p>Vision</p> <p>To enable sufficient waste management capacity to support Surrey's nationally important economy. To develop the circular economy in Surrey where residents and businesses produce less waste and treat more waste as a resource by re-use, recycling and recovery...</p> <p>Objectives include:</p> <p>To encourage development which supports sustainable waste management at least in line with national targets for recycling, recovery and composting;</p> <p>Policy 4 seeks to limit waste during construction, demolition and excavation phases of development to a minimum and maximise opportunities for re-use and recycling of construction, demolition and excavation waste.</p> <p>Allocates a site at Trumps Farm, Longcross for an MRF.</p>



# **Appendix B**

## **Baseline Information**

## Biodiversity (including Flora & Fauna) & Green/Blue Infrastructure

**Table B1 – List of Designated Sites in Runnymede**

Site Name	LNR	SNCI	NNR	SSSI	SAC	SPA	Ramsar
Abbey Lake Complex		✓					
Addlestone Bourne at Birch & Hoyt Wood		✓					
Basingstoke Canal				✓			
Basingstoke Canal, Scotland Bridge to River Wey		✓					
Birch Wood & Hoyt Wood		✓					
Chertsey Bourne at Abbey Lake Complex		✓					
Chertsey Bourne at Chertsey Meads		✓					
Chertsey Meads	✓	✓					
Chertsey Water Works - Well Field		✓					
Chobham Common			✓	✓	✓	✓	
Fan Grove		✓					
Hall's Farm Wood & Grassland		✓					
Hardwick Court Farm Fields		✓					
Knowle Grove		✓					
Laleham Burway Golf Course		✓					
Langham Pond				✓			
Longcross Churchyard		✓					
Monk's Walk North & West (incl. M3 Exchange Land)		✓					
Pannells Farm		✓					
Park Wood		✓					
Queenwood Golf Course		✓					
River Thames - Runnymede		✓					
River Wey - Runnymede		✓					
Riverside Walk, The Bourne	✓	✓					
Runnymede (including Cooper's Hill & Cooper's Hill Slopes)		✓					
Simplemarsh Farm		✓					
Spinney Wood		✓					
The Dell - Ancient Woodland		✓					
The Moat, Woodcock Farm		✓					
Thorpe Hay Meadow				✓			
Thorpe No.1 Gravel Pit				✓		✓	✓
Trumps Mill		✓					
Wentworth Golf Courses - West Wood		✓					

Site Name	LNR	SNCI	NNR	SSSI	SAC	SPA	Ramsar
Wentworth Golf Courses - Duke's Copse & Wentworth Pond		✓					
Wentworth Golf Courses - Fish Ponds Wood		✓					
Wentworth Golf Courses - Knowle Hill		✓					
Wentworth Golf Courses - Valley Wood (inc. Great Wood)		✓					
Wey Navigation (including Addlestone Mill Pond)		✓					
Winsor Forest				✓	✓		
Windsor Great Park (combined)		✓					
Woburn Park Stream		✓					

**Table B2: List of Species Identified within BOAs and their Status<sup>54</sup> in Surrey (Thames Valley BOA)**

Type	Species	Surrey Status	England/UK/EU Red List Species
Plants	Chamomile	Local, declining	✓
	Glandular Eyebright	Rare, declining	✓
	Greater water-parsnip	Very rare, declining	✓
	Marsh stitchwort	Very rare, declining	✓
	Tubular water-dropwort	Rare, declining	✓
Fungi/Lichens	Bearded tooth	Rare	
	Berkeley's earthstar*	Long extinct	✓
	Bitter tooth	Very rare	✓
	Coral tooth	Very rare	✓
	Frogbit smut	Very rare	✓
	Fused tooth	Rare	
	Grey tooth	Rare	
	Mealy tooth	Rare	✓
	Oak polypore	Rare	
	Ridged tooth	Rare	
	Scaly tooth	Very rare	
	Velvet tooth	Rare	
	Weathered earthstar*	Long extinct	✓
	Woolly rosette*	Long extinct	✓
	Woolly tooth	Extinct	
	Zoned rosette	Rare	
	Zoned tooth	Rare	
Caloplaca flavorubescens* (L)	Long extinct	✓	
Pyrenula nitida* (L)	Very rare, declining	✓	

<sup>54</sup> Species status is taken from The State of Nature (2017). See reference in footnote 9.

Type	Species	Surrey Status	England/UK/EU Red List Species
Invertebrates	Small heath	Locally common, stable	✓
	White-letter hairstreak	Local, declining	✓
	Clay fan-foot	Rare	
	False mocha	Rare	
	Heart moth	Rare-local, declining	
	Queen's executioner (a beetle)	Long extinct	
	Stag beetle	Locally common	
	Tansy leaf-beetle	Extinct	✓
	White spotted pinion	Extinct	
Birds	Bullfinch	Local, stable-recovering	
	Bittern	Long extinct	
	Cornbunting	Extinct	✓
	Cuckoo	Local, declining	✓
	Dunnock	Common resident	
	Grasshopper warbler*	Extinct	✓
	Lesser spotted woodpecker	Rare, declining	✓
	Linnet	Local, declining	✓
	Lapwing	Local breeder, declining	✓
	Skylark	Locally common, declining	✓
	Song thrush	Common resident	✓
	Spotted flycatcher	Local, declining	✓
	Reed bunting	Local, stable-recovering	
	Tree pipit	Local, declining	✓
	Yellow wagtail*	Extinct	✓
Reptiles	Adder	Local, declining	

Type	Species	Surrey Status	England/UK/EU Red List Species
	Common lizard	Locally common, declining	
	Grass snake	Locally common	
	Slow-worm	Common, declining	
Amphibians	Common toad	Common, declining	
	Great crested newt	Local, declining	
Fish	Brown trout	Rare, declining	
	European Eel	Local, declining	✓
Mammals	Brown long-eared bat	Common, declining	
	Harvest mouse	Local, declining	
	Hedgehog	Locally common, declining	
	Noctule bat	Local, declining	
	Otter	Very rare, formerly extinct, re-colonising	
	Soprano pipistrelle bat	Common, increasing	
	Water vole*	Extinct	

\*probably extinct in Surrey

**Table B3: List of Species Identified within BOAs and their Status in Surrey (Thames Basin Heaths BOA)**

Type	Species	Status	England/UK/EU Red List Species
Plant	Basil thyme*	Very rare, declining	✓
	Chamomile*	Local, declining	✓
	Deptford pink*	Very rare, declining	✓
	Glandular eyebright	Rare, declining	✓
	Lesser butterfly-orchid*	Very rare, declining	✓
	Marsh clubmoss	Rare, declining	✓
	Rusty fork-moss*	Extinct	✓
	Three-lobed crowfoot	Very rare, declining	✓
	Yellow bird's-nest*	Rare, declining	✓
Fungi/Lichens	Berkeley's earthstar*	Long extinct	✓
	Weathered earthstar*	Long extinct	✓
Invertebrates	Grayling	Local, declining	✓
	Silver-studded blue	Local, declining	✓
	Small heath	Locally common, stable	✓
	Goat moth	Rare	
	Shoulder-striped clover (a moth)	Very rare	
	Blue pepper-pot beetle	Rare, declining	✓
	Heath shortspur (a beetle)	Very rare	✓
	Red barbed ant*	Extinct	
	Shining guest ant	-	
	Erratic ant*	Rare, declining	
	Long-horned mining bee*	Rare, declining	
	Tormentil mining bee	Very rare, declining	
	5-banded tailed digger wasp	Very rare	
	Bloody spider-hunting wasp*	Very rare	

Type	Species	Status	England/UK/EU Red List Species
	Black-headed mason wasp*	Rare, increasing	
	Mottled bee-fly	Local	
	Serrated tongue-spider*	Extinct	✓
	Small mesh- weaver* (a spider)	Extinct	
	Silky gallows-spider	Rare, declining	
	Heath grasper* (a spider)	Rare, declining	
	Peus's long-back spider*	Local	
	Sedge jumper (a spider)	Local, declining	
	Swamp look-out spider	Rare, declining	
	Triangle hammock-spider*	Rare, declining	
	Window-winged sedge (a caddis-fly)	Rare, declining	✓
	White Admiral	Local, declining	✓
	White-letter hairstreak	Local, declining	✓
	Forester moth	Rare	
	New Forest mud beetle*	Extinct	✓
	Scarlet malachite beetle	Very rare, declining	✓
	Skeetle (a camphor) beetle*	Extinct	
	Chrysis fulgida (a ruby-tailed wasp)*	Very rare	
	Gentle groove-head spider*	Rare	✓
Birds	Bullfinch	Local, stable-recovering	
	Cuckoo	Local, declining	✓
	Dunnock	Common resident	
	Grasshopper warbler*	Extinct	✓
	Lesser redpoll*	Very rare, declining	✓
	Lesser spotted woodpecker	Rare, declining	✓
	Lapwing	Local breeder, declining	✓
	Linnet	Local, declining	✓



Type	Species	Status	England/UK/EU Red List Species
	Marsh tit	Local, declining	✓
	Nightjar	Local, increasing	
	Skylark	Locally common, declining	✓
	Song thrush	Common resident	✓
	Spotted flycatcher	Local, declining	✓
	Reed bunting	Local, stable-recovering	
	Tree pipit	Local, declining	✓
	Willow tit*	Extinct	✓
	Woodlark	Local, recovering	
Reptiles	Adder	Local, declining	
	Common lizard	Locally common, declining	
	Grass snake	Locally common	
	Slow-worm	Common, declining	
	Sand lizard	Rare and re-introduced	
	Smooth snake	Very rare and re-introduced	
Amphibians	Common toad	Common, declining	
	Great crested newt	Local, declining	
Mammals	Brown long-eared bat	Common, declining	
	Harvest mouse	Local, declining	
	Hedgehog	Locally common, declining	
	Noctule bat	Local, declining	
	Soprano pipistrelle bat	Common, increasing	
	Water vole*	Extinct	

\*probably extinct in Surrey

**Table B3: Condition Status of Waterbody Units in/adjacent Runnymede**

Unit	Location	Ecological Condition				
		2013	2014	2015	2016	2019
Addlestone Bourne (West End to Hale/Mill Bourne)	Starts at Chobham Rides running to Fairoaks Airport	Moderate	Moderate	Moderate	Moderate	Moderate
Hale/Mill Bourne (Bagshot to Addlestone Bourne)	Starts at South Ascot running to Fairoaks Airport	Moderate	Moderate	Moderate	Moderate	Moderate
Addlestone Bourne (Mill/Hale to Chertsey Bourne)	Fairoaks Airport to The Bourne at St Georges College, Addlestone	Good	Moderate	Moderate	Moderate	Moderate
Chertsey Bourne (Ascot to Virginia Water)	Starts at Cheapside, Ascot running to Virginia Water Lake	Moderate	Moderate	Poor	Poor	Poor
Chertsey Bourne (Sunningdale to Virginia Water)	Starts in South Ascot running to Virginia Water Lake	Poor	Poor	Poor	Poor	Poor
Virginia Water Lake	Lake at Virginia Water	Poor	Poor	Poor	Poor	Poor
Chertsey Bourne (Virginia Water to Chertsey)	From Virginia Water Lake to Staines Road, Chertsey	Moderate	Moderate	Moderate	Moderate	Moderate
The Moat at Egham	Starts in Stroude running to Staines Road, Chertsey	Moderate	Poor	Poor	Poor	Poor
Chertsey Bourne (Chertsey to River Thames)	From Staines Road, Chertsey to River Thames at Weybridge	Moderate	Moderate	Moderate	Poor	Poor
Thorpe Park Lakes	Lakes at Thorpe	Moderate	Moderate	Moderate	Moderate	Poor
Wey Navigation	From Pyrford to Weybridge	Moderate	Moderate	Moderate	Moderate	Moderate
Thames (Cookham to Egham)	Runs from Cookham to Staines Bridge	Moderate	Moderate	Moderate	Moderate	Moderate
Thames (Egham to Teddington)	From Staines Bridge to Teddington	Moderate	Poor	Poor	Poor	Poor

**Table B4 – Quantity Status of Thames Groundwater Units in Runnymede**

Groundwater Unit	Location	Overall Status				
		2013	2014	2015	2016	2019
Chobham Bagshot Beds	Covers the area around Bracknell, Ascot, Virginia Water, Chertsey, Esther, Cobham & Woking	Good	Good	Good	Good	Poor
Lower Thames Gravels	Covers the area around Slough, Windsor, Egham, Uxbridge, Teddington	Good	Good	Good	Good	Poor

**Table B5 – NO<sub>2</sub> Diffusion Tube Air Quality Monitoring**

Location	Site ID	Year				
		2016	2017	2018	2019	2020
Civic Centre, Station Rd, Addlestone	RY1	35.9	29.8	29.1	30.8	24.3
Riverside, Pitson Close, Addlestone	RY4	22.7	17.8	20.2	19.4	14.8
Ongar Place First School, Addlestone	RY8	24	20.5	22.5	20.5	17.4
1 High Street, Addlestone	RY14	<b>45.6</b>	<b>48.7</b>	<b>45.5</b>	<b>48.3</b>	<b>49.2</b>
78 Woodham Lane, New Haw	RY19	33.7	31.5	32.3	32.1	28.4
London Street/Heriot Road, Chertsey	RY21	35.9	31.5	33.4	34.3	24.7
37 Bridge Road, Chertsey	RY23	<b>42.5</b>	33.8	<b>47.5</b>	<b>56.4</b>	<b>41.6</b>
1 Pooley Green Road, Egham	RY25	30.6	28.5	33.5	31.6	25.4
19 Vicarage Road, Egham	RY26	<b>44</b>	36.7	36.5	<b>45.7</b>	38.2
Chobham Lane, Longcross	RY39	25.7	23.9	28.4	26	22.5
Homewood Park, Stonehill Road	RY40	16.9	16.5	18.1	14.9	12.7
New Court, Chertsey Road, Addlestone	RY43	35.2	26.7	36.9	38.4	29.4
27/29 Weir Road, Chertsey	RY45	33.3	32.5	36	37.7	39.4
1-22 Wyvern Place, High Street, Addlestone	RY53	<b>41.5</b>	32.2	35.8	<b>40.8</b>	34
23 Brighton Road, Addlestone	RY54	33.4	28.1	29.6	32.4	26.9
158 Station Road, Addlestone	RY55	34.1	28.7	32.7	34.4	26.3

34/36 Bridge Road, Chertsey	RY56	<b>49.4</b>	<b>43</b>	<b>40.9</b>	<b>46</b>	33.4
28 Bridge Road, Chertsey	RY57	30.8	<b>42</b>	30.5	35.3	24.3
39 Weir Road, Chertsey	RY58	31.7	34.9	<b>52</b>	<b>43.6</b>	36.7
Bus Shelter, Chertsey Road, Addlestone	RY59	34	30.3	34.7	33.8	36.3
Renaissance Flats, High Street, Addlestone	RY60	36.3	28.9	33.3	32.9	28.3
Pine Court, Addlestone	RY61	32	30.1	30.1	29.1	23
26/28 Brighton Road, Addlestone	RY62	32.7	31.3	32.8	32.1	27.7
Garfield Road, Addlestone	RY63	22.5	30.8	21.6	25.5	20.7
Hampshire Court, Garfield Road, Addlestone	RY64	25.5	22.4	24.1	26.5	16.5
268 Station Road, Addlestone	RY65	26.1	22.4	26.7	32.2	21.5
233 Station Road, Addlestone	RY66	28.7	22.1	26.2	N/A	N/A
A320 Roundabout, Ottershaw	RY67	N/A	N/A	N/A	<b>44.2</b>	<b>45.4</b>
Addlestonemoor Roundabout	RY68	N/A	N/A	N/A	38	27.8
New Haw Road	RY69	N/A	N/A	N/A	32	26.4
Chertsey Lane, Thorpe	RY70	N/A	N/A	N/A	25.1	19.3
185 Church Road, Egham	RY71	N/A	N/A	N/A	N/A	25.6
Albany Place, Egham	RY72	N/A	N/A	N/A	N/A	18.2

**Note: Figures in bold indicate exceedance of NO<sub>2</sub> Target of 40µg/m<sup>3</sup>**

For all information contained within this document contact:

**Runnymede Borough Council**

The Civic Centre  
Station Road  
Addlestone  
Surrey, KT15 2AH

Tel 01932 838383

Email: [planningpolicy@runnymede.gov.uk](mailto:planningpolicy@runnymede.gov.uk)

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Publication date: July 2022



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