



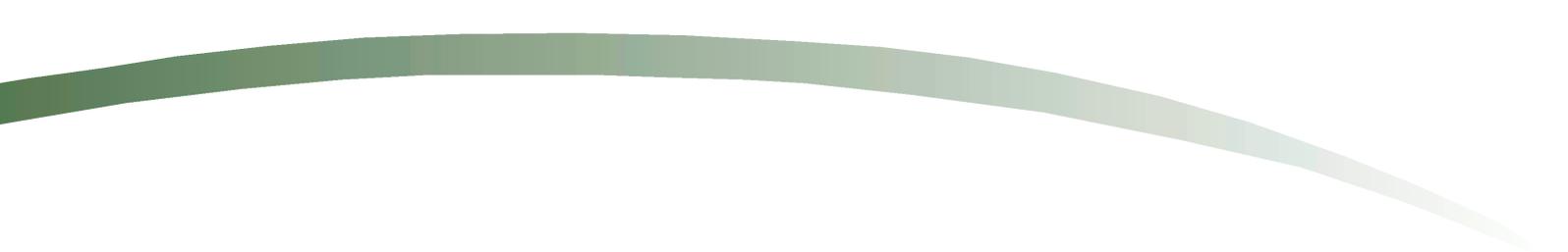
**Elmbridge**  
Borough Council  
*... bridging the communities ...*

# Elmbridge Core Strategy

**July 2011**

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## Elmbridge Core Strategy

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# 1 Introduction

## The Elmbridge Core Strategy

**1.1** The Elmbridge Core Strategy Development Plan Document (DPD) is the main document in the Council's Local Development Framework (LDF) which will eventually replace the Elmbridge Borough Replacement Local Plan 2000. It sets out a plan for the future development of the Borough in the period 2011 to 2026. Its role is to provide a delivery strategy to deal with particular challenges and issues that have been identified as being of local importance. The Core Strategy co-ordinates the delivery of development and accompanying infrastructure. It is a key Council document where big decisions have been made in order to deliver a high quality of life in the most sustainable way possible. Its role is to set out what sort of changes we need to plan for, where they should take place, when they should happen and how they will be delivered. Importantly, given the current economic climate, it also addresses the 'what if' scenario should development and infrastructure delivery fail to come forward as predicted.

**1.2** The document has evolved through various stages of consultation, which have identified key issues and considered a variety of options about the way in which the Borough should develop. The Strategy is based upon a thorough consideration of the social, economic and environmental characteristics that specifically relate to Elmbridge. It establishes a portrait of the area today and a clear picture of where we would like to be in 2026.

**1.3** Elmbridge is considered to have the highest quality of life in the UK <sup>(1)</sup> but it also has one of the highest carbon footprints of all districts in the UK <sup>(2)</sup>. The challenge will be to harness the benefits of growth while adopting a programme of action to stabilise our use of the earth's natural resources. The Council will provide strong local leadership, adopting a positive and planned approach, and work in partnership with infrastructure and service providers to deliver new development that is supported by the necessary infrastructure which maintains and enhances the environment as well as people's quality of life.

**1.4** Other plans and strategies, including the Surrey and Elmbridge Sustainable Community Strategies, the Surrey Transport Plan, Surrey Minerals and Waste Plans, and the Surrey Climate Change Strategy also have a key influence on the content and delivery of this strategy.

**1.5** The Elmbridge Core Strategy identifies the major issues which affect the Borough now and in the future, and considers how best to address these in order to deliver the right kind of development in the most suitable places, supported by good quality infrastructure and services. Previous consultations <sup>(3)</sup> have shaped the document that we have now.

## Key Influences

**1.6** There are several key sources of information that have had an influence on the content of this document including;

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1 Halifax Home Insurance 2010

2 Defra(2008)

3 Previous consultation stages - [www.elmbridge.gov.uk/planning/policy](http://www.elmbridge.gov.uk/planning/policy)

## Evidence base

1.7 A great deal of information has been gathered to provide the evidence base for preparing the Core Strategy. To reproduce this within the Core Strategy would result in an excessively lengthy and unwieldy document. Source material has therefore been signposted throughout the document using footnotes and is available via the Internet<sup>(4)</sup>, or alternatively can be viewed at the Civic Centre.

## Sustainability Appraisal

1.8 The Sustainability Appraisal, has assessed the likely social, environmental and economic impacts of the strategy. The appraisal tests different approaches to see which might be best when considered against a whole range of sustainability objectives and it helps to choose the best way forward<sup>(5)</sup>.

## Habitats Regulation Assessment / Appropriate Assessment

1.9 The Core Strategy has been subject to Habitats Regulation Assessment (HRA) which has considered the potential effects on European and Ramsar wildlife sites. The HRA has concluded that, other than Thames Basin Heaths where mitigation will be necessary, new development within the Borough will not lead to significant detrimental effects on any of these sites<sup>(6)</sup>.

## Consultation

1.10 Consultation with key stake-holders such as residents, service providers, land-owners and developers has played a fundamental role in shaping the Core Strategy. Whilst it is not practicable to produce a document that can address the diverse range of opinions expressed, all views have been taken into account and considered in detail<sup>(7)</sup>.

4 Evidence base - [www.elmbridge.gov.uk/planning/policy](http://www.elmbridge.gov.uk/planning/policy)

5 Elmbridge Sustainability Appraisal 2010 - [www.elmbridge.gov.uk/planning/policy](http://www.elmbridge.gov.uk/planning/policy)

6 Habitats Regulation Assessment 2010 - [www.elmbridge.gov.uk/planning/policy](http://www.elmbridge.gov.uk/planning/policy)

7 Reports on Consultations (including Regulation 30 (1) (d) and (1) (e) Statements) - [www.elmbridge.gov.uk/planning/policy](http://www.elmbridge.gov.uk/planning/policy)

## 2 The wider context

**2.1** All Core Strategies need to be produced taking account of national planning policy. This provides the overall framework within which the Core Strategy needs to be prepared. The Government's planning policy statement relating to Local Development Frameworks stresses the importance of taking account of wider cross boundary issues. These inevitably have an influence on the future development of the whole of the area, and it is important that each individual Core Strategy takes account of the plans and proposals of other local authorities in order to take account of matters of strategic importance and make effective and efficient use of resources.

### The South East Region

**2.2** Elmbridge is located in the South East of England, within Surrey, which lies to the south west of London. The Core Strategy has taken account of the plans and proposals of adjoining boroughs.

**2.3** There is cross borough dependency on Guildford and Woking, particularly for shopping and transport links to national and regional services.

**2.4** A new Walton Bridge over the Thames between Elmbridge and Spelthorne is a key infrastructure project due to be completed by 2014.

**2.5** The Green Belt is an environmental asset that is not only highly valued locally, but also has a much greater strategic significance. The Green Belt straddles the boundary with several adjoining boroughs, which are all committed to its continued protection and enhancement. Within this Green Belt lies the Thames Basin Heaths Special Protection Area (SPA), which all host boroughs have committed to protect and deliver a strategic package of measures to mitigate the potential environmental effects of new development on the SPA, in order to protect its ecological integrity.

**2.6** The River Thames is a strategic environmental asset, which forms the northern boundary of the Borough. The Thames Landscape Strategy provides a coordinated policy framework that promotes the continual improvement and protection of the River's environmental, heritage and recreational value.

**2.7** The Borough will continue to work with adjoining boroughs to deal with matters of strategic importance.

### London

**2.8** Elmbridge shares its borders with London and the boroughs of Richmond and Kingston. As such, the plans and proposals within these areas have been taken into account.

**2.9** The London Plan<sup>(1)</sup> envisages that London's population will continue to grow steadily with significant challenges for the accommodation of economic growth, the preservation of London's environment, and the creation of a more equitable society.

**2.10** Key areas of opportunity are identified including;

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1 London Plan - [www.london.gov.uk/mayor/strategies](http://www.london.gov.uk/mayor/strategies)

- Heathrow. The aim is to improve East-West transport links to and from the airport.
- Kingston is identified as a Metropolitan Centre where opportunities will be taken to promote further economic growth within the town centre.

**2.11** It is acknowledged that there is a high degree of cross boundary movement between Elmbridge and Kingston. Many Elmbridge residents rely on Kingston town centre for their shopping and entertainment needs. There is also a degree of dependence on Kingston hospital and University. As such, Elmbridge residents would benefit from further investment in these facilities.

**2.12** Substantial works are proposed at the Hogsmill Sewage Treatment Works in Kingston in order to address capacity issues. The catchment area within Elmbridge is minimal but the impact of new development will nevertheless be taken into account.



## The Elmbridge Sustainable Community Strategy

**2.13** The Core Strategy needs to deliver the spatial elements of the Elmbridge Sustainable Community Strategy which has been produced by the Elmbridge Community Partnership. The vision is reproduced below.

'Our future vision for the Borough is based on what you have told us. It is of an Elmbridge:

- with safe and healthy communities, vibrant town centres and a strong local economy;
- with better transport connections, plenty of community facilities, affordable housing and efficient public services;
- with a thriving and inclusive borough which integrates all sectors of the community;

- where those with extra needs of whatever kind can better access support from their communities;
- where there are reducing inequalities and people are able to make the most of the opportunities open to them;
- which retains its attractive, green and unique character and where the communities work together to reduce the impact of modern day living on our environment;

Together, we can work with you towards making Elmbridge an even better place for current and future generations.

## The Surrey Sustainable Community Strategy

**2.14** The vision for Surrey in 2020 is of a county of distinctive, confident, caring, creative, and safe communities, where individuals and organisations take responsibility for resolving the many challenges that the county faces.

**2.15 A Distinctive Surrey** - People recognise and value Surrey's diverse and distinctive character, which includes:

- Places that border London, such as Spelthorne, Runnymede, Elmbridge and Epsom and Ewell
- Towns, such as Guildford, Woking, and Reigate
- Rural areas, including Tandridge, Mole Valley, Waverley and Surrey Heath.

**2.16 A Confident Surrey** - Building on current success, people in Surrey take a positive and active approach to improving their lives. They support an approach to education and learning that helps individuals achieve their full potential. Our communities are enabled to seek their own solutions to the many challenges Surrey faces.

**2.17 A Caring Surrey** - People are concerned about the well-being of the whole community. Vulnerable and less privileged individuals are supported, and the rights of minority groups are respected. People value and protect their environment and their heritage, and care about the Surrey they are leaving to future generations.

**2.18 A Creative Surrey** - Surrey continues its long tradition of being at the forefront of new ideas and innovation. Residents appreciate the value of the arts and all aspects of our culture and economy.

**2.19 A Safe Surrey** - Surrey remains very safe. People feel secure and confident; individuals and communities actively keep the peace and are involved in securing the future.

## The Surrey Waste Plan

**2.20** The Surrey Waste Plan (2008)<sup>(2)</sup> is a generic term covering the Waste Development Plan Documents (DPD) that have been prepared by Surrey County Council who are responsible for waste planning in Surrey. These DPDs set out the planning framework for the development of waste management facilities in Surrey. The key aspects of the Waste Plan which are relevant to spatial planning in Elmbridge are as follows:

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2 Surrey Waste Plan 2008 - [www.surreycc.gov.uk](http://www.surreycc.gov.uk)

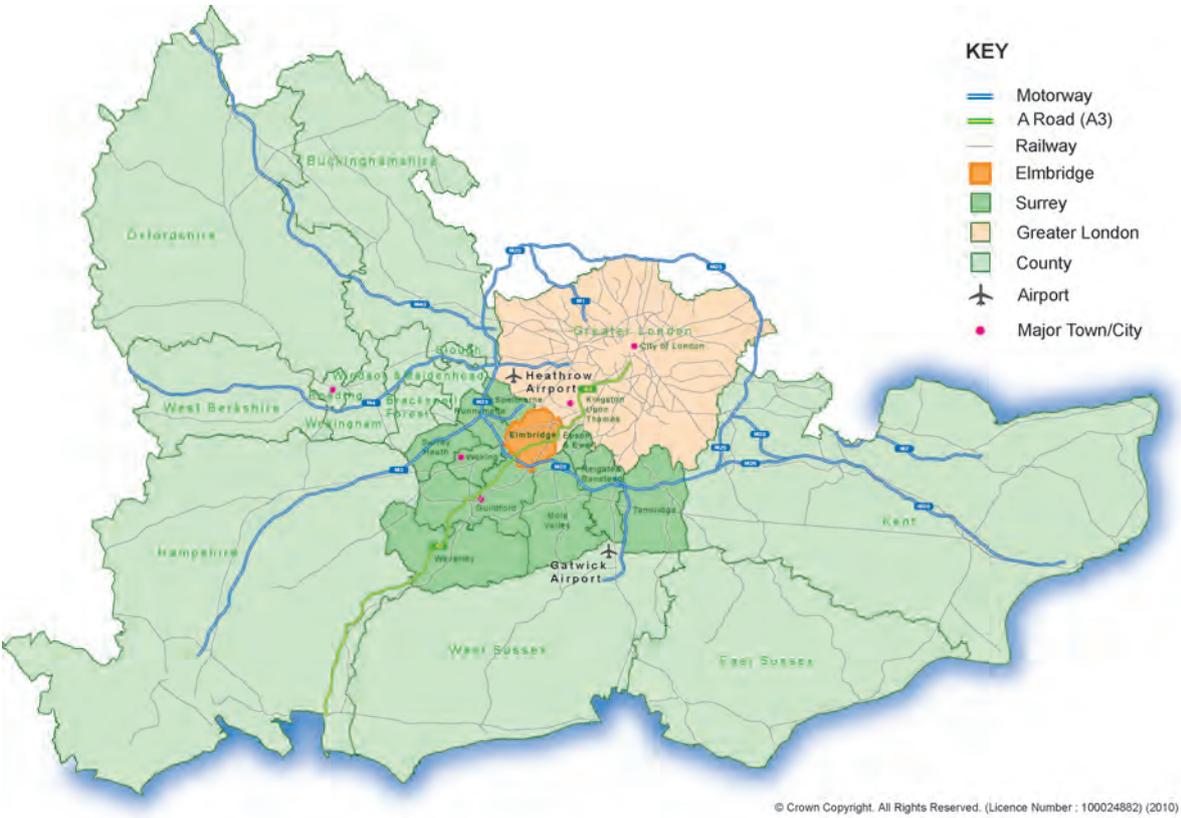
- Priority will be given to the provision of waste facilities on industrial/employment sites, particularly in urban areas;
- There will be a presumption against inappropriate waste related development in the Green Belt except in very special circumstances;
- There is a presumption in favour of development involving the recycling, storage, transfer, materials recovery and processing (including in-vessel composting but excluding thermal treatment) of waste at Weylands Treatments Works in Hersham;
- BP at Waterside Drive is highlighted as a site that may be able to accommodate waste management facilities.

## The Surrey Minerals Plan

**2.21** Surrey County Council's Minerals Plan is the overarching policy document for minerals planning within Surrey <sup>(3)</sup>.

**2.22** The Council has amended the proposals map to take account of the relevant policies and allocated sites within both the Surrey Waste and Minerals Plans.

### 3 Elmbridge Today - Issues and Challenges



**3.1** Elmbridge is a Surrey borough located in the prosperous South East region, immediately to the South West of London. It is a highly desirable area due to its location and high quality environment. With good accessibility by rail and road to Central London, and within easy reach of Heathrow and Gatwick Airports, the M25 and the M3, land values are high and development pressure intense.

**3.2** The River Thames forms the northern boundary of the Borough, which is characterised by attractive, historic and natural environments, with distinctive local communities.

**3.3** Elmbridge is well known for its extensive private residential estates, that offer secure, flexible and creative environments as well as a high level of privacy and independence. These locations also benefit from convenient access to the rest of the country and indeed the rest of the world and provide accommodation for successful entrepreneurs who contribute to the health of the South East economy.

**3.4** The main characteristics of the Borough are:

- Rated number one for quality of life in the whole of the UK <sup>(1)</sup>;
- One of the largest populations in Surrey with approximately 130,000 people;

- One of only seven districts in the South East with population growth exceeding 5% since 2001<sup>(2)</sup>;
- Growth in population is resulting in increased pressure on existing services and infrastructure.
- Average property price is high at £526,474, down from £560,274 at the same time last year. Despite this drop in house prices, affordability is still a major concern and some residential areas do not share the general affluence associated with the Borough.
- Gross weekly pay for full-time workers is £679.30, compared to the £459 national average;
- A thriving local economy, with several major companies including Procter and Gamble, SONY and Gallaghers;
- 2.6% of the economically active population is unemployed, compared to a national average of 5.2%, with only 0.7% of resident working age people claiming Job Seekers Allowance, as compared to 2.5% nationally;
- High dependency on jobs outside the Borough, particularly within London, which results in high levels of daily commuting and consequent congestion on the road and rail network during peak periods.
- 57% of the Borough is Green Belt and nearly 10% is public open space;
- A multitude of cultural and heritage assets that make a major contribution to the Borough's image, local character and distinctiveness.
- Average life expectancy at birth is 81.1 years for males and 83.2 years for females;
- Elmbridge residents have higher levels of good health compared to the national average.
- One of the lowest crime rates in England, although residents' fear of crime is a concern;
- Over a third of Elmbridge adult residents are qualified to degree level or professional qualification standard, significantly higher than the national average. Only 17% are unqualified, compared to a national average of 29%. There is good educational attainment in all subjects at all Key Stages.

**3.5** While we have social, environmental and economic characteristics that result in a high quality of life and opportunities for many residents, there are still many challenges.

**The main challenge is to deliver additional development and infrastructure which provides benefits across the Borough to a changing population, in a way that does not compromise peoples' quality of life or have a detrimental impact on the environment.**

**3.6** This is not an easy challenge. But through working in partnership with service providers, residents and businesses, the Council is committed to accommodating growth whilst maintaining and enhancing peoples' quality of life and respecting the Borough's cultural, historic and environmental assets. At the same time we will maximise the opportunities that can only be delivered through new development by investment in better services and facilities that provide the social, physical and environmental infrastructure that is so important and valued by local people.

**3.7** The challenges we need to address in the lifetime of the plan include;

### **Accommodating new development**

**3.8** The Borough is very attractive for a variety of reasons and land values are high. Development pressure is intense. We must plan for the future in a way that makes economic and efficient use of urban land and buildings, that enhances the natural and built environment and that contributes to the unique character and local distinctiveness that makes Elmbridge the high quality place that it is today.

### **Putting the right development in the right places**

**3.9** Land is precious and it needs to be used wisely. By making the right decisions about how land should be used and which areas should, and should not be, developed, we can ensure that we make the best use of land and that we protect the character and quality of our built and open spaces.

**3.10** Town centres need to provide for the needs of local residents and support and attract businesses, by delivering an appropriate balance of commercial, retail, leisure, cultural and community uses.

### **Protecting the Green Belt**

**3.11** Elmbridge is embedded in the London Green Belt and is under a national obligation to protect and maintain it. The success of Green Belt policy over the years has shaped the pattern of settlements, and separates towns and villages into individual and distinctive local communities. The Green Belt permeates all parts of the Borough and has prevented the coalescence of its component settlements. The fragmented nature of the Green Belt in Elmbridge distinguishes the Borough from the more developed London boroughs on one side and the more open countryside on the other, beyond the M25.

### **High quality design**

**3.12** Good design makes places better for people and contributes to the creation of sustainable, mixed communities. Given that all development will be accommodated in the urban area, all proposals will need to take advantage of the opportunities available to enhance the character of, and integrate with the area, delivering public spaces and routes that are attractive, safe and accessible. Poorly designed and insensitive development can seriously damage the local character of an area and must not be allowed to take place.

### **Historic and cultural assets**

**3.13** Elmbridge has an enviable selection of historic and cultural assets located throughout the Borough. These include conservation areas, scheduled ancient monuments, listed buildings, historic parks and gardens and areas of high archaeological value. Understanding and managing these assets is important to ensure these places continue to make Elmbridge the special place that it is today.

## Open spaces and waterways

**3.14** Elmbridge is characterised by significant green areas including woodland, ancient woodland, common land, farmland, rivers, reservoirs and parkland. The Green Belt is characterised by a myriad of distinctive and diverse landscapes. The Thames Valley including the River Thames and its floodplain, Thames Basin Heaths including the Lower Wey, and the Thames Basin Lowlands including Esher Common and the Lower Mole, all make a significant contribution to our high quality environment. Within and between these are significant landmarks and strategic views. Much of this land has high nature conservation value, and some of international importance. The historic parklands at Claremont, Painshill, and Oatlands Park complement these more natural landscapes. It also has a high quality green and blue infrastructure that weaves its way through the urban area and provides invaluable open spaces, highly treasured by local residents. Open spaces within the urban area are smaller but no less significant. In recognition of the contribution these assets make to the distinctive and high quality environment of the Borough, they will need to be given a high level of protection.

## Affordable housing

**3.15** High house prices and cost of living mean that affordability is a problem, even for those on above average incomes. As such, there is an increasing need for affordable housing. The East Surrey Strategic Housing Market Assessment 2008 identifies a shortfall of 698 affordable housing units per annum. Only 10% of the housing stock is social rented, compared to around 20% nationally. This has contributed to recruitment difficulties for some employers.

## A changing population

**3.16** Elmbridge has the most rapidly increasing population in Surrey, increasing by over 9,000 people between 2001 and 2007. The population is also ageing. By 2026, the proportion of over 55's in Elmbridge is projected to exceed those for England and Surrey. The proportion of over 85's is currently higher than for England and Surrey and is projected to increase by 60% by 2026. This will present a variety of challenges for housing provision, health and social support.

## Pressure on schools

**3.17** Due to the rise in child population, the Borough's primary and secondary schools are all under pressure and significant extra capacity needs to be provided across the Borough. A significant number of children have private education and this rises to 50% in some parts of the Borough. Current economic uncertainties could lead to an increased demand for state primary and secondary school places although investment in private school facilities continues through the recession.

## Pressure on other community infrastructure

**3.18** More houses will inevitably result in more people, putting greater pressure on existing infrastructure and services. Existing deficiencies must be addressed and the implications of growth must be planned and provided for, as and when required.

## **Matching housing supply to housing need**

**3.19** Almost 80% of housing is owner-occupied and 35% of the housing stock is detached. 17% of properties are flats, higher than local, regional and national averages. This has resulted in a mismatch of housing stock and housing need. The East Surrey Strategic Housing Market Assessment 2008 indicates that 90% of new housing needs to be 1, 2, and 3 bedroom dwellings in equal proportions, and only 10% 4 bedroom in the private housing market sector. 65% of affordable homes need to be 1 and 2 bedroom, principally flats, and 35% 3 and 4 bedroom houses.

## **Sharing benefits**

**3.20** Overall, Elmbridge is a wealthy area. However, there are smaller pockets of relative disadvantage within the Borough, which are particularly prominent given the prosperity of surrounding areas. Resources have been targeted to these areas of the Borough through specific projects, such as the One Elmbridge Partnership, with the aim of reducing inequalities, and offering opportunities to share in the general prosperity of the Borough.

## **Harnessing the advantages of good transport links to London and the South East**

**3.21** The train services are generally very good, frequent and fast, offering excellent links into London and the rest of the South East. This results in a high percentage of commuters who choose to live in the area because of its high quality environment and easy access to a significant source of job opportunities.

## **The consequences of poor local transport services**

**3.22** Elmbridge has a high level of car ownership. This reflects the relative affluence of the area but also the generally poor provision of bus services. The high levels of car use results in traffic congestion and pollution, particularly in peak-periods, and generally in most of the town centres at certain times of the day.

## **Perception of Crime**

**3.23** Crime is significantly lower than the national average, but people's fear of crime is high. Many people consider that reducing the level and fear of crime is one of their top priorities.

## **Addressing the implications of and addressing our contribution to climate change**

**3.24** The great majority of residents acknowledge how vulnerable we are to the impacts of climate change, and recognise that we all contribute to this in some way. We must respect our environment, plan for the future, and use resources wisely. It will make a difference.

**3.25** The following table summarises the current strengths and weaknesses associated with the Borough, the opportunities we need to embrace and the threats we need to tackle in the future.



Strengths	Weaknesses
<ul style="list-style-type: none"> <li>• High quality of life</li> <li>• Articulate, effective and well organised community groups</li> <li>• Good access by road and rail</li> <li>• High quality natural environment and significant amounts of open space</li> <li>• High quality and wide variety of sport and recreational facilities.</li> <li>• High quality built environment with numerous historic assets</li> <li>• High earnings</li> <li>• A thriving local economy</li> <li>• Broad range of visitor attractions</li> <li>• Low unemployment</li> <li>• Distinct sense of place</li> <li>• Good health</li> <li>• Low crime rate</li> <li>• Highly qualified population</li> <li>• Good educational attainment</li> <li>• Active voluntary sector</li> </ul>	<ul style="list-style-type: none"> <li>• Large carbon footprint</li> <li>• Growing gap between population needs and infrastructure provision.</li> <li>• High population growth</li> <li>• Ageing population</li> <li>• High property prices and land values</li> <li>• Pockets of less affluent areas</li> <li>• Significant pressure on school places at primary and secondary level</li> <li>• Poor local transport provision</li> <li>• High car dependence</li> <li>• Significant levels of traffic congestion</li> <li>• Disturbance from lorry movements associated with 24 hour operation at Heathrow and Gatwick airports.</li> <li>• Lack of affordable housing</li> <li>• Several areas with poor air quality</li> </ul>
Opportunities	Threats
<ul style="list-style-type: none"> <li>• Investment in better services and infrastructure</li> <li>• Partnership working, providing better value for money</li> <li>• Adopt measures to facilitate the reduction of the Borough's ecological footprint</li> <li>• Promotion of walking, cycling and sustainable transport</li> <li>• Reduce the need to travel and use of the private car</li> <li>• Maximise use of urban, brownfield land in sustainable locations</li> <li>• Reduce pollution in Air Quality Management Areas</li> <li>• Increase provision of affordable housing</li> <li>• Provide an appropriate mix of housing to address local needs</li> <li>• Provide for the needs of a growing and ageing population</li> <li>• Increase investment in our historic environment</li> <li>• Increase protection to areas of high nature conservation value</li> <li>• Improve areas of open space and opportunities for informal recreation and healthy lifestyles</li> <li>• Reduce the level and fear of crime</li> <li>• Improve facilities for sport and play</li> <li>• Reinforce local character and distinctiveness through 'place shaping' and the promotion of high quality design</li> <li>• Reduce flood risk</li> </ul>	<ul style="list-style-type: none"> <li>• Excessive development in the urban area</li> <li>• Increase in 'gated' developments</li> <li>• Car dependency continues to grow</li> <li>• Traffic congestion increases</li> <li>• Air pollution increases</li> <li>• The borough's carbon footprint continues to grow</li> <li>• The gap between infrastructure provision and population growth widens</li> <li>• Lack of school places locally and increasing need to travel longer distances for the 'school run'</li> <li>• Negative impact of population growth on areas of high nature conservation interest</li> <li>• Poor economic performance threatens development viability and consequent financing of infrastructure through developer contributions</li> <li>• Pressure on Green Belt and urban open spaces in search of lower land prices</li> <li>• Impact of reducing public finances to deliver adequate infrastructure and services</li> <li>• An ageing and increasingly dependant population</li> <li>• Flood risk increases due to climate change</li> </ul>

## 4 Elmbridge 2026

### Vision

Elmbridge has the best quality of life in the whole of the UK.

By 2026 the Borough will have maintained its reputation as one of the most sought after residential locations in the country, accommodating growth in a way that celebrates the rich diversity and distinctiveness of local settlements, whilst continuing to provide an abundance of high quality natural open spaces, unique in a location that lies so close to the heart of London and the international gateways of Heathrow and Gatwick .

Through respecting our environment, yet encouraging innovation, Elmbridge will be an even better place to live for current and future generations, delivering benefits to a greater number of people, whilst reducing the impact of modern day living on the local and global environment.

**4.1** Future development and investment will be delivered and promoted in a way which maximises benefits for local people, the environment and the economy, and which celebrates the rich local distinctiveness of our towns, villages and open spaces.

**4.2** Elmbridge will be an exemplar in the prudent management of sustainable growth. New development and infrastructure will be accommodated in a way that not only respects the rich diversity and high quality environments that contribute to the unique character of the Borough, but that also capitalises on new opportunities for environmental enhancements, providing appropriate mitigation where necessary. Good quality design will be key to the successful development of new buildings and neighbourhoods. Each area will benefit from bespoke solutions, which respect and enhance their local character and distinctiveness.

**4.3** New methods of construction, greater energy efficiency and more sustainable patterns of development will combine with behavioural change in order that the Borough's ecological footprint reduces over time. There will be a significant reduction in the energy we use at home, at work and when we need to travel.

**4.4** New development will be prioritised in the most accessible locations and will be supported by good quality local infrastructure. Measures will be put in place that could reduce the need to travel and offer attractive alternatives to driving. The accessibility of stations at Walton, Weybridge, Cobham and Esher will be improved. Areas with high levels of air pollution will be reduced to an acceptable level.

**4.5** The Borough's historic and cultural assets, together with its high quality green and blue infrastructure, will be managed and enhanced in order to maintain a high quality environment, increase biodiversity, and respect local character and distinctiveness. The Green Belt will continue to be preserved and enhanced.

**4.6** The River Thames will be protected through a co-ordinated policy framework which enhances its landscape and heritage assets and protects its multi functional role for tourism, recreation and nature conservation. The role of the River Wey Navigation, the River Mole, River

Ember and the River Rythe as nature conservation and recreational assets will be protected and enhanced. A variety of flood management measures will be implemented, safeguarding space for water, in order to protect lives and buildings.

**4.7** Measures will be taken which increase the role of the Borough's commons, historic parkland and open spaces for recreational space as well as their wider contribution to people's overall health, well being and quality of life. Opportunities will also be taken to improve the quality and accessibility of these and other open spaces, including an improved network of green corridors. Increased tree canopy cover in the urban areas will mitigate against rising temperatures from climate change.

**4.8** The Borough's wealth of natural and historic assets will be managed in a way that enhances their contribution to tourism. The River Thames, Brooklands Museum, Claremont Landscape Gardens, Painshill Park, Sandown Park Racecourse and Mercedes Benz World will be supported in a way that brings economic and environmental benefits whilst protecting the amenities of local residents. Additional visitor accommodation will support the major tourist attractions within and adjoining the Borough.

**4.9** New residential units will be built to meet the local housing requirement of 3,375 units between 2011 and 2026, implementing appropriate contingency measures if these are deemed to be necessary to ensure delivery. These will be provided within the urban area, primarily in the most sustainable areas of Walton and Weybridge. Cobham, Esher, Hersham and the smaller towns and suburbs in the North East of the Borough will also play an important role in meeting housing requirements, which will be supported by high quality infrastructure. The villages and more rural areas of Claygate, Oxshott and Stoke D'Abernon, will provide for a limited quantum of development that helps to deliver healthy mixed communities within a high quality environment. Lying in the heart of the Green Belt, Downside, the smallest village in Elmbridge, will experience little change.

**4.10** New residential development will respond to local housing needs in terms of mix, size and tenure. Higher density, well designed and innovative residential development will make a positive contribution to the character of local areas and make the most efficient use of urban land. All residential developments will make some contribution to the provision of affordable housing across the Borough. The needs of our ageing population will be met through the provision of lifetime homes and specialist accommodation. Whiteley Village will continue to provide a unique community for older people. New development and investment will deliver benefits across the Borough, including the less affluent residential areas in Walton North, Ambleside, Molesey South, Lower Green Esher and Cobham Fairmile. Pitch requirements for Gypsies, Travellers and Travelling Showpeople will be met in appropriate locations.

**4.11** Sustainable economic development will be supported in our town centres and strategic employment areas across the Borough. A mix of new employment opportunities will be encouraged.

**4.12** The distinctive role and function of each of the Borough's town and village centres will be enhanced in order to provide a diverse network of economic and community hubs which provide an appropriate balance of commercial, retail, leisure, cultural and community uses. Walton will provide an attractive alternative to Kingston and Guildford, offering a mix of good quality, varied and convenient town centre facilities that provide for the needs of local residents and support and attract businesses.

**4.13** Through working in partnership, new and improved infrastructure, including social, community, transport and utilities, will be provided to support an increasing population. Education provision will increase in both quantity and variety to cater for the anticipated growth in student numbers and aspirations for greater pupil achievement. Health services will be improved, and 'Xcel', the Borough's state of the art leisure centre, will be a catalyst for further improvement to sports provision. The potential for relocation, dual use or re-provision of education, sporting, community and social facilities will be promoted as opportunities arise and the quality and quantity of facilities accessible to all Borough residents will increase overall.

## Objectives

1 - To retain the high quality of life experienced by most Borough residents and share the benefits across all sections of the community, within an overall context of stabilising and ultimately reducing the Borough's ecological footprint.

2 - To protect the unique character of the Borough, and to enhance the high quality of the built, historic and natural environment.

3 - To deliver high quality buildings and neighbourhoods that enhance character, improve people's sense of safety and security and promote healthier lifestyles

4 - To reduce people's reliance on driving, by directing new development to sustainable locations, promoting attractive and convenient alternatives to using the private car and, in so doing, reducing congestion and pollution caused by traffic.

5 - To promote sustainable lifestyles, and limit the use of natural resources, reducing the need to travel and maximising the use of renewable energy.

6 - To continue to protect the Green Belt, in order to prevent the coalescence of the Borough's towns and villages and retain the distinctiveness of our local communities.

7 - To take part in a co-ordinated approach to the management of the Borough's waterways in a way that protects and enhances their distinct role and character and their biodiversity value, improves water quality, and that minimises their potential to flood.

8 - To enhance the distinctiveness and diversity of the landscapes within the Green Belt, and to promote improvements to our network of strategic and local open land and green corridors, balancing the desire to increase access to the open countryside with the need to protect and enhance biodiversity interests.

9 - To provide sufficient housing to meet the local target of 3,375 additional units in the most sustainable locations in the urban area.

10 - To address inequalities, promote better integration and increase opportunities for people who live in the less affluent areas of the Borough.

11 - To supply homes and land that address local housing needs in terms of mix, size, design and tenure.

12 - To adopt a viable approach to contribute to increasing the supply of affordable housing as a key priority.



13 - To meet the needs of an increasingly ageing population through a variety of measures, including lifetime homes, specialist accommodation and care and support services that respond to their needs.

14 - To provide for the identified pitch requirements of Gypsies, Travellers and Travelling Showpeople in sustainable locations supported by good quality facilities

15 - To maintain a thriving economy by providing an adequate supply of land and buildings, in the right places, to support a diverse range of business and commercial activity.

16 - To continue to support the Borough's variety of tourist attractions whilst protecting the amenities of those who live close by and provide an adequate supply of visitor accommodation in appropriate and sustainable locations.

17 - To support and develop the distinctive roles of our town and village centres, in order that they provide a strong focus for commercial and community development

18 - To respond to the social and physical infrastructure needs arising from new development in a way that delivers sustainable growth.

These core objectives will help to deliver the Council's vision for the future of the Borough. They are all subject to rigorous monitoring, details of which are contained within the objective-led performance framework in Appendix 1.

## 5 What is the best way to plan for new development?

### A spatial strategy for Elmbridge

**5.1** Setting out a clear spatial strategy is key to the delivery of the Borough's vision and objectives. New development must deliver overall benefits to, and take account of, the local distinctiveness and character of the area. It should also be delivered in tandem with good quality infrastructure and services that are already under pressure in some areas.

**5.2** The challenge is to plan for new development whilst maintaining people's quality of life. It should be noted that the Elmbridge Green Belt is particularly fragmented which raises its significance in terms of separating urban areas.

**5.3** Through consultation, local residents have consistently voiced their desire to protect the Green Belt and other open spaces within the urban area. Evidence<sup>(1)</sup> shows that there is sufficient potential within the urban area to meet the local housing requirement. The Green Belt boundary will remain unchanged. Open spaces within the urban area will continue to be given a high level of protection.

**5.4** The spatial strategy therefore aims to accommodate all new development within the urban areas, within an overall framework that reflects the Borough's outstanding environmental and heritage assets which are so highly valued. This will require the adoption of an approach which maximises the use of urban land, whilst ensuring that all developments take account of, and make a positive contribution to, local character and distinctiveness.

**5.5** The overarching spatial strategy for Elmbridge is set within the overall framework of;

- Protecting and enhancing our green infrastructure;
- Directing new development and supporting infrastructure to the most sustainable locations in accordance with the existing settlement patterns, taking account of the likely availability of land; the capacity, and the need for supporting infrastructure and services; and any significant environmental constraints which may be relevant to the area.
- Ensuring that high quality and innovative design is a bedrock for future developments across the Borough, taking account of the distinct characteristics and function of local areas.

**5.6** In considering the most sustainable spatial strategy for Elmbridge, the Council has taken into account the findings of the Sustainability Appraisal. Decisions made regarding the spatial strategy have an impact on how much new development can, on one hand, reduce its impact on climate change, whilst on the other, be protected from the potential negative effects of climate change.

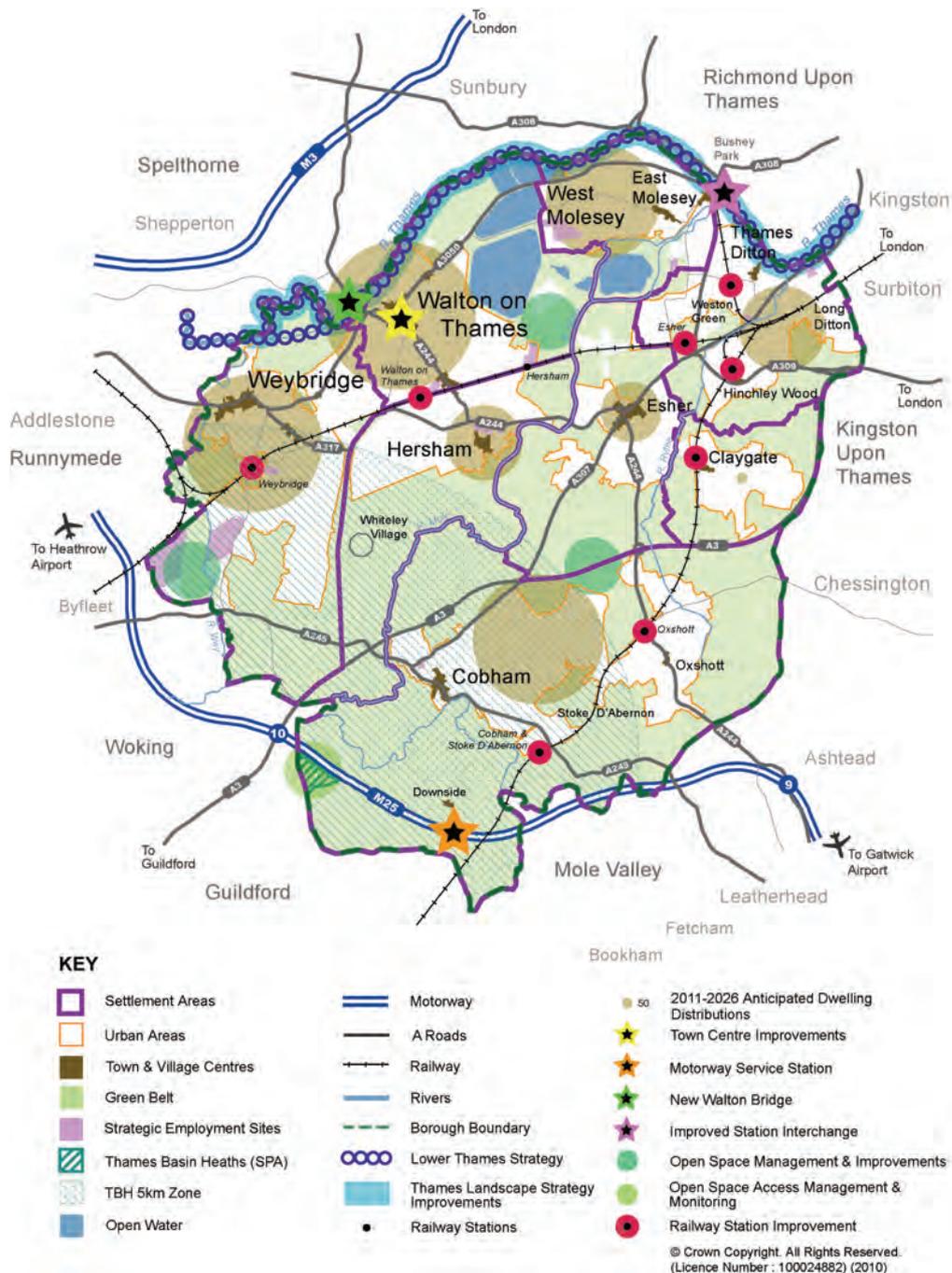
- The Borough's green infrastructure provides a multi functional role for residents and businesses, but it also has a significant value in providing 'green lungs' which help to offset the Borough's carbon footprint.
- Directing development to the most sustainable locations within the urban area, reduces the need to travel and more journeys can be made by sustainable modes including walking, cycling and public transport.

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1 Elmbridge Strategic Housing Land Availability Assessment 2010 - [www.elmbridge.gov.uk/planning/policy](http://www.elmbridge.gov.uk/planning/policy)

- Taking a sequential approach with regards to the consideration of flood risk when considering the most appropriate locations for development can protect people from the impacts of climate change.
- Promoting sustainable design and construction, improving energy efficiency and promoting renewable energy can all contribute to saving energy and resources and reduce CO<sub>2</sub> emissions.

## Key diagram



## CS1 - Spatial strategy

### CS1 - Spatial Strategy

New development will be delivered in accordance with a clear spatial strategy which provides the most sustainable way to accommodate growth supported by high quality infrastructure, whilst respecting the unique character of the Borough and the local distinctiveness of individual settlements.

1. The Borough's green infrastructure network, including the Green Belt and other open spaces within the urban area, will continue to be a key determinant in shaping settlements and development patterns in the future. The multi functional role of the network will continue to be protected and enhanced and the Council will work with partners to manage and expand sustainable networks of accessible green space and corridors to, and through, the urban area. <sup>(2)</sup>

2. New development will be directed towards previously developed land <sup>(3)</sup> within the existing built up areas, taking account of the relative flood risk of available sites <sup>(4)</sup>, and the potential impact on Thames Basin Heaths. Location, use and scale will need to take account of the existing characteristics, role and function of individual settlements and sites <sup>(5)</sup>; access to existing or committed services and infrastructure; and the availability of developable land. The settlements within Elmbridge fall within the following broad categories;

- Main settlement areas: Walton and Weybridge have been identified as the most sustainable locations within Elmbridge. They provide a broad range of uses and services, as well as opportunities to accommodate new development.
- Suburban settlement areas: Esher, Hersham, East and West Molesey, Hinchley Wood and the Dittons are primarily residential in character and provide a more limited range of uses and services. These areas are not as sustainable as Walton and Weybridge, but nevertheless have the capacity to accommodate new development in a sustainable manner.
- Service Centre and rural fringe area: Cobham, Oxshott, Stoke D'Abernon and Downside. Although the 4 settlements located within this area are distinctively different, they are intrinsically linked to Cobham with regards to service provision. The majority of new development within this area will be directed towards Cobham and its immediate environs as this is the most sustainable location.
- Suburban village: Claygate functions as a large village rather than a suburban area. Given the nature of the area, it offers very limited development opportunities.

2 See also CS14-Green Infrastructure, PPG 2 Green belts and PPG 17 Planning for Open space, Sport and Recreation - [www.communities.gov.uk/publications/planningandbuilding](http://www.communities.gov.uk/publications/planningandbuilding)

3 As defined in PPS3: June 2010

4 Elmbridge Strategic Flood Risk Assessment 2006 - [www.elmbridge.gov.uk/planning/policy](http://www.elmbridge.gov.uk/planning/policy)

5 Elmbridge Settlement Strategy 2009 - [www.elmbridge.gov.uk/planning/policy](http://www.elmbridge.gov.uk/planning/policy)

3. Town and village centres will continue to be the focus for new development, providing a range of services in well designed environments that are accessible to everyone. The spatial strategy takes account of their respective roles and character and supports their vitality and viability within the context of a clear hierarchy detailed as follows;

Centre hierarchy	Centre	Role
Town centre	Walton on Thames	Further town centre development will be encouraged where this adds to the overall vitality and viability of the centre; is of an appropriate scale; and makes a positive contribution to the significant environmental improvements that have and continue to take place in the town.
District Centres	Weybridge, Cobham, Esher, East Molesey and Hersham	Measures to safeguard and consolidate the role and function of the Borough's district centres will be promoted.
Local Centres	Claygate,  East Molesey Bridge Rd, Hinchley Wood, Oxshott, Oatlands, Thames Ditton, Walton Terrace Road, Walton Halfway and Weybridge Queens Road	The existing retail role and function of these local centres will be safeguarded and consolidated in order to provide easily accessible shopping and meet people's day to day needs. These centres fulfill an important role and will be the focus for more accessible local services, such as small scale community facilities, but are not considered suitable for large scale developments.
Small Parades and Local Shops		The retention and provision of small parades and local shops will be promoted where they serve a local need. They can provide important and convenient facilities for 'top up' shopping and are of significant importance to those who have limited access to the larger centres across the Borough.

4. Dependant on the nature of employment to be provided, economic growth will be focused within the Borough's town centres, strategic employment sites and in close proximity to the variety of visitor attractions the Borough has to offer.

5. The Council will work in partnership with public sector providers, utility companies and developers to ensure that local communities are supported by high quality infrastructure provided in the most sustainable locations and commensurate to the needs of different areas. To address the needs of the predicted additional population, specific programmes for the provision of new and enhanced infrastructure and services will be established to mitigate the impact of cumulative development and maintain the quality of life in each part of the Borough (See CS16-Social and Community Infrastructure and CS28 - Implementation and Delivery)

6. All new developments must be high quality, well designed and locally distinctive. They should be sensitive to the character and quality of the area, respecting environmental and historic assets and, where appropriate, introduce innovative contemporary designs that can positively improve local character.

**5.7** Setting out a clear spatial strategy is key to the delivery of the Borough's vision and objectives. New development must deliver overall benefits to the environment and take account of the local distinctiveness and the character of the area. It also needs to be delivered in tandem with good quality, accessible and sustainable infrastructure and services, many of which are already under pressure in some areas.

**5.8** The challenge is to plan for growth whilst maintaining people's quality of life and protecting the environment so highly valued by so many people.

**5.9** The combination of its proximity to London and the high quality of environment is what makes Elmbridge unique. The significant network of green infrastructure in Elmbridge is one of its defining features and provides a distinctive framework for future growth. It is highly valued by the local community and plays an important part in contributing to the high quality of life experienced by many residents. The network is multi functional, providing habitats for wildlife and ecosystems, an attractive landscape setting for the Borough's urban areas and catering for a range of the community's recreational needs. Settlements are set very clearly within the green network that defines the Borough's landscape character. The green network not only surrounds the urban areas but also weaves through them in the form of trees, hedgerows and open spaces. Protecting and enhancing this network not only shapes the settlement pattern of the Borough, but offers opportunities for sport, recreation and healthy lifestyles. It can also help to enhance the environmental capacity of the area and support settlements to be more resilient to climate change.

**5.10** In order to continue to protect the Borough's green infrastructure, the spatial strategy requires the adoption of an approach which maximises the use of urban land whilst ensuring that all developments take account of, and make a positive contribution to, local character and distinctiveness. This has been tested through the Sustainability Appraisal and considered to be the most appropriate strategy to accommodate development.

**5.11** Elmbridge contains a wide variety of settlements ranging from urban town centres to small rural villages. Establishing a settlement strategy<sup>(6)</sup> is key to the promotion of sustainable communities. It sets out the general role of the different areas across the Borough and provides the starting point for the consideration of the distribution of development. Environmental constraints have also been taken into account including flood zones and proximity to the Thames Basin Heaths SPA.

**5.12** The scale of new development must be appropriate and supported by adequate infrastructure and services. Locating housing, employment and services closer together is the most sustainable way to develop in the future as this reduces the need to travel by private car. However, given the nature of the existing settlements in Elmbridge, this may not always be possible and improving opportunities for sustainable access will need to be considered as an integral part of development in order to access services and facilities in neighbouring areas. A sequential approach will need to be adopted to the location and delivery of infrastructure and services.

**5.13** Elmbridge has a variety of town and village centres which fulfil different roles and functions, in keeping with the Borough's hierarchy of centres, and serve different communities. Each centre acts as a focus for a range of retail, employment, leisure and community facilities and each forms part of a wider network of centres both within and outside of the Borough

boundary. There is no regional centre in Elmbridge and most residents travel out of the Borough to Kingston, Guildford and Woking for their main shopping needs. However, following the development of 'The Heart', a major mixed use town centre development at Walton on Thames, shopping provision as well as restaurants and cafés have significantly improved and offer a convenient alternative to having to travel outside of the Borough.

**5.14** Whilst this has changed the relative roles of the larger town centres in the Borough, all town and village centres continue to fulfil an important and distinctive role. They provide a sense of place and community focus. The larger town and district centres will act as the main focus for retailing, employment, leisure and community facilities, as well as the provision of housing as part of mixed use schemes. The Council's strategy is to maintain and enhance the multi-functional role of the town and village centres as appropriate in order to support sustainable communities. In all centres it will be important that any new development improves the streetscape and contributes to a high quality and accessible environment.

**5.15** A recent retail study <sup>(7)</sup> suggests that there is no need for additional retail floorspace. However, further provision would offer residents a greater variety and choice more locally.

**5.16** New development will result in additional pressure on services and facilities that are already under pressure in many areas of the Borough. The right level of infrastructure is essential for the development of sustainable communities and the level of infrastructure needs to be delivered in tandem and grow as the community grows. It is therefore essential that the Council works in partnership with developers and infrastructure providers to ensure that the necessary infrastructure is put in place, at the right time and in the right location, as the population increases.

**5.17** Given that the Borough's spatial strategy will make more intensive use of urban areas, high quality, well designed and locally distinctive spaces and places are central in maintaining people's quality of life and shaping Elmbridge as a place where people will want to live and work in the future. Design solutions will vary according to the nature of future building projects and the character of the local area, but given the need to accommodate more development in the built up areas, every new development must contribute to improving the quality of buildings, spaces and places adding to the vitality of our town and village centres and harnessing the positive contribution of heritage on local character.

## 6 Planning for places

### CS2- Housing provision, location and distribution

#### CS2- Housing provision, location and distribution

The Council will plan for approximately 3,375 net additional dwellings (225 net dwellings annual average) within the Borough between 2011 and 2026. In order to facilitate the proper planning of infrastructure and services, and in compliance with the Borough's spatial strategy set out in policy CS1, forecast delivery <sup>(1)</sup> within each individual settlement area is set out within the investment and development schedules included as appendix 2<sup>(2)</sup>. In order that the Core Strategy is flexible and responsive to changing circumstances, the Council will plan, monitor and manage delivery on an annual basis, adjusting infrastructure and service requirements as necessary (see CS28-Implementation and Delivery, and CS29-Monitoring).

The Council will encourage appropriate housing development on previously developed land <sup>(3)</sup> within the urban area, and through the use of existing building stock by:

1. Promoting the development of existing allocations, and new sites for housing through future DPDs that address Development Management and Site Allocations.
2. Supporting the change of use of existing buildings to housing, through sub division or conversion, on all sites suitable for that purpose, taking into account other policy objectives.
3. Ensuring the inclusion of housing in mixed-use schemes, where housing can be accommodated in an acceptable manner without compromising other planning objectives.
4. Supporting the redevelopment for housing on employment land through mixed-use developments that retain employment use, or where the retention of the land in employment use is not considered necessary to accommodate anticipated future growth (see CS23-Employment land provision).
5. Promoting the redevelopment of existing areas of poor quality housing.
6. Ensuring effective use of urban land for housing by delivering high-density housing developments in the most sustainable locations.
7. Resisting any developments that involve a net loss of housing, unless it can be demonstrated that the benefits of the development outweigh the harm.

In recognition of the potential sensitivity of development on garden land, any housing proposed on such land will continue to be considered in the context of saved Local Plan policies HSG16 and HSG18 until such time as these are replaced through the future DPDs that address Development Management and Site Allocations.

1 These forecasts are indicative, based on evidence contained within the Council's SHLAA 2010. Whilst they give a broad indication of where new housing will be developed, they will be subject to change and should not be interpreted as targets.

2 Note that Whiteley Village (CS6) falls within the Hersham settlement boundary

3 In accordance with the annual national target of at least 60% (paragraph 41 PPS3: June 2010)

**6.1** The Council's current Strategic Housing Land Availability Assessment (July 2010) indicates that there is sufficient housing potential within the urban area to deliver 3,710 net additional dwellings between 2011-2026. A 15% contingency allowance has been applied to unimplemented planning permissions and potential opportunity sites in order to take account of current uncertainties relating to the economy and the housing market.

Source	Potential units 2011-2026
Units under construction (anticipated to be completed 2011)	152
Other sites for where planning permission has been granted (01/04/2010) (reduction of 15% for non delivery)	769
Opportunity sites (reduction of 15% applied to identified SHLAA sites for contingency)	1584
Small site windfall (reduction of 22% to take account of changes to PPS3)	942
<b>Total</b>	<b>3,447</b>

### Housing delivery 2011-2026

**6.2** The housing 'trajectory' included as appendix 3 indicates past delivery and predicted delivery over the next 15 years. This has been rationalised to take account of lower building rates anticipated over the next five years due to the recession.

**6.3** Based on sound housing supply evidence and forecasts, <sup>(4)</sup>the Council is confident that 3,500 new homes can be delivered in accordance with this policy approach. The Borough has significantly exceeded its housing targets and, since 2004, has achieved an average 98% housing delivery on previously developed land <sup>(5)</sup>. As at 2011, housing completions since 2006 <sup>(6)</sup>have averaged 412 per annum, significantly higher than the previous South East Plan requirement of 281 per annum. However, in setting a local housing target, a variety of social, economic and environmental factors have been taken into account and consulted upon. Whilst the evidence indicates that approximately 3,500 units could potentially be delivered within the urban area, local people have expressed a strong preference for a reduction to this number due to uncertainties about the economy; cuts in public spending; and the consequent increased pressure on infrastructure and services. The Council has responded to the views expressed by local people and is committed to the delivery of the government's localism agenda. As such, the Council will plan for approximately 3,375 units, all of which will be provided within the urban area. In the event that delivery falls significantly above or below the level anticipated, plans have been put in place in order to reconsider housing potential on the one hand, and ensure the adequate delivery of infrastructure and services on the other.

4 Elmbridge Strategic Housing Land Availability Assessment 2010, Annual Monitoring Report 2008/09 - [www.elmbridge.gov.uk/planning/policy](http://www.elmbridge.gov.uk/planning/policy)

5 This reference to previously developed land relates to the former PPS3: January 2010

6 Annual Monitoring Report 2008/09 - [www.elmbridge.gov.uk/planning/policy](http://www.elmbridge.gov.uk/planning/policy)

**6.4** The individual settlement investment and development schedules included as appendix 2 give a broad indication of where housing will be located and are a sound reflection of future housing delivery, taking account of the relative roles and environmental constraints relating to each settlement area <sup>(7)</sup> <sup>(8)</sup>. They act as a useful guide for planning for necessary infrastructure and services. The Infrastructure Delivery Group will take account of any variations in housing distribution and will reconsider provision as appropriate (see policy CS28- Implementation and Delivery).

**6.5** This policy helps deliver a key theme in the Elmbridge Sustainable Community Strategy “Protecting and Enhancing the Natural Environment”. The strategy refers to the role of the Council’s LDF in securing developments in sustainable locations in the urban area (SCS3) and to ensure the Borough’s green open spaces are maintained and enhanced (SCS2).

## **6.6 Settlement Policies**

**6.7** The policies that follow specifically relate to the different settlement areas across the Borough which;

- have a variety of roles and functions;
- are distinctly different in character;
- have varying levels of infrastructure and services;
- have a broad range of environmental constraints and opportunities, and therefore,
- present different opportunities for new development;

**6.8** Each settlement area policy takes account of all the above matters and sets out how these individual areas will develop in the future. The diagrams provide a snapshot of the key characteristics and facilities provided, as well as the key infrastructure projects and development that is anticipated to come forward in the lifetime of the plan. The policies set out the future plans for the area in more detail and the accompanying schedules included as appendix 2 indicate how much, and what sort of development is anticipated, and when it is expected to take place. These schedules will be updated as part of the Council’s annual monitoring report.

**6.9** The housing distributions reflect the findings of the Council’s SHLAA 2010. Delivery from unimplemented planning permissions and identified opportunity sites has been reduced by 15% to take account of current economic uncertainties; potential implications of emerging government policy; and to reflect the views of local people who consider that the local housing target should be lowered.

**6.10** Whilst these distributions give a broad indication of where new housing will be developed, they will be subject to change and should not be interpreted as targets.

Walton	675-725
Weybridge	625-675
Hersham	350-400

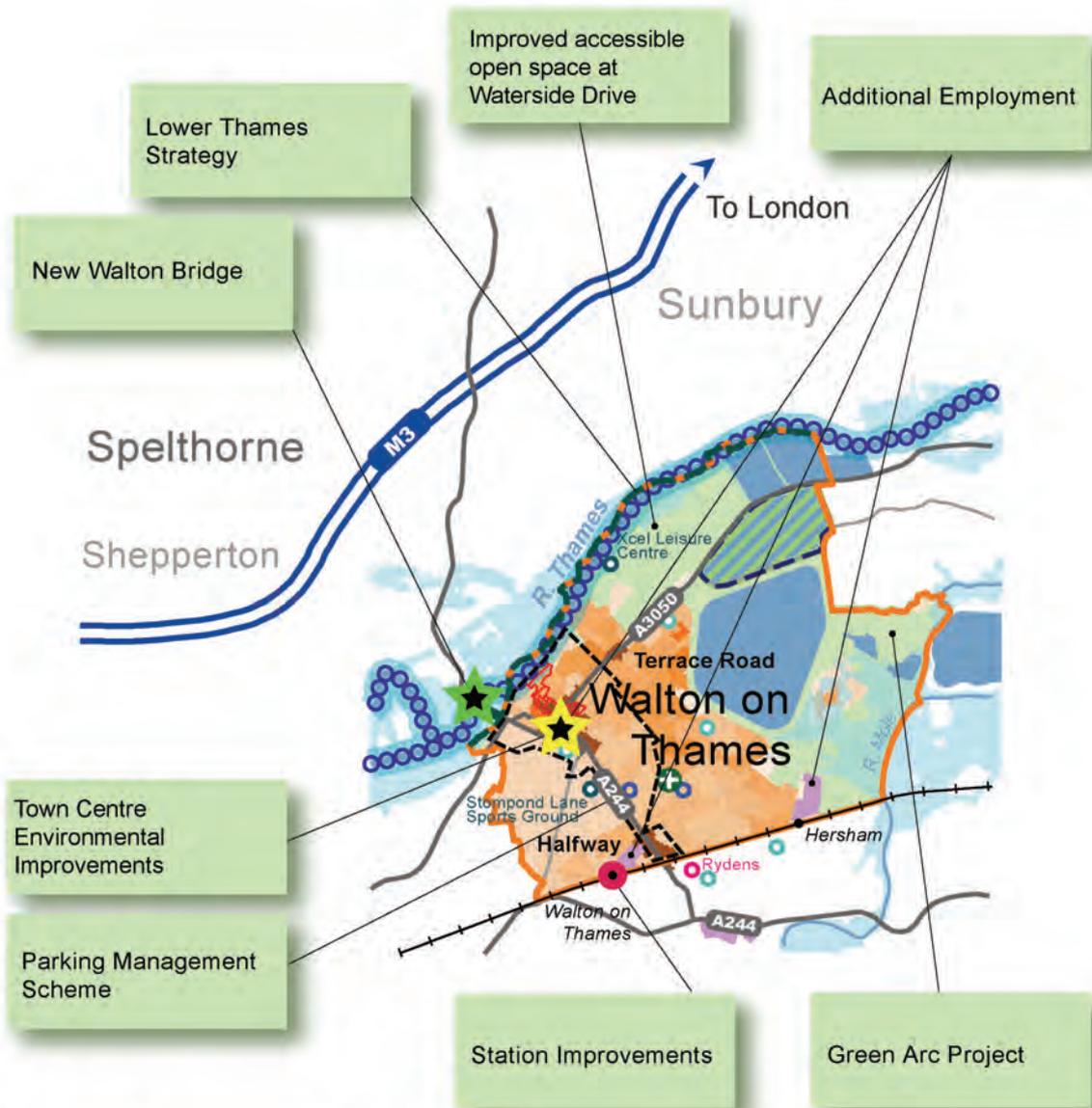
<sup>7</sup> These distribution ranges have been derived from the potential housing distribution table featured in the SHLAA 2010 review, taking account of completions in 2010, and forecast completions for 2011

<sup>8</sup> Elmbridge Settlement Strategy 2009 and Strategic Flood Risk Assessment 2006 - [www.elmbridge.gov.uk/planning/policy](http://www.elmbridge.gov.uk/planning/policy)

East and West Molesey	475-525
Long Ditton, Thames Ditton, Hinchley Wood and Weston Green	375-425
Esher	250-300
Cobham (inc. Oxshott, Stoke D'Abernon, Downside)	575-625
Claygate	50-100

**6.11** Reference should be made in all instances to the separate Infrastructure schedule<sup>(9)</sup>, which supports the Core Strategy. This provides further details relating to who is responsible for provision and how it will be provided. The infrastructure schedule will be updated annually and will ensure that there is a rolling programme of investment within specific areas across the Borough, which may offer strategic benefits or, alternatively, respond to the local infrastructure and service needs generated through new development.

## CS3 - Walton on Thames



**For key - see pull out section at the back of the document**

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### CS3 - Walton on Thames

Recent public and private investment will continue in order to build on recent success and to ensure that high quality infrastructure and services are provided for all residents, delivering healthy and sustainable communities. Environmental improvements along Walton High Street will further raise the profile and improve the shopping experience within the town centre.

Within the town centre, new development will be promoted in a way that delivers high quality, well designed public spaces and buildings, makes efficient use of land and adds to the centre's attractiveness and competitiveness. Sites within the town centre will be considered for high density mixed-use developments. A diversity of uses which contribute to the centre's overall vitality and viability will be supported (see CS 18 - town centre uses). New employment floorspace will be directed to the town centre and other employment areas located around Hershams and Walton stations.

Outside of the town centre, new development will be promoted through redevelopment of previously developed land, taking account of relative flood risk<sup>(10)</sup>, in a way that integrates with and enhances local character. New development proposals within the Church Street/ Bridge Street and Walton Riverside Conservation Areas will respect and enhance these areas of historic interest.

Local shopping facilities at The Halfway and Terrace Road will be supported in order that they can provide for the day to day needs of local residents.

Through the 'One Elmbridge Partnership', and in consultation with local people, measures which will uplift the environment of some residential areas and improve the health and well-being of residents will be promoted.

The Council will work in partnership with service providers to improve education, sports and health provision.

Access to and within the area will be improved through a series of measures including a new road bridge over the Thames at Walton, enhanced station facilities, and a parking management scheme around the town centre, extending south towards The Halfway, will be developed with a view to adopting a coherent approach to parking provision. This could potentially offer redevelopment opportunities which could address wider community needs. Other measures will be identified through the Elmbridge Infrastructure Delivery Group to improve access for pedestrians and cyclists, public transport users and those with impaired mobility (see CS28 - Implementation and Delivery).

A co-ordinated approach will be adopted to the use and management of the area's open spaces, with the aim of balancing the needs of the community with the imperative to protect the sites of European and national nature conservation value located in the north of the area including the Knight and Bessborough reservoirs, and sites considered to offer an important supporting role including Queen Elizabeth II and Island Barn, Molesey East and West reservoirs and Hershams gravel pit. Open space improvements will be supported as part of the Green Arc project at Molesey Heath and through provision of an improved accessible open space at Waterside Drive (see CS14-Green Infrastructure and CS15-Biodiversity).

See appendix 2 for settlement investment and development schedules.

**6.12** Located on the banks of the River Thames, Walton has the highest population and the largest town centre in the Borough<sup>(11)</sup>. Significant changes have taken place over recent years through the construction of 'The Heart' redevelopment which has delivered a modern and distinctive town centre, supporting a variety of town centre uses including housing, shops, a new library and a wide variety of restaurants and cafés. The redevelopment enhances existing town centre facilities, which includes a small cinema, and is vibrant during the day and in the evening.

**6.13** Walton is a small town centre in comparison to Kingston and Guildford, but it now offers an attractive and convenient alternative for Elmbridge residents and reduces the need to travel longer distances to these centres. There is continued developer interest in the centre and additional private investment is expected to take place on some key town centre sites. In addition, environmental improvements along the High Street, funded through the Elmbridge Civic Improvement Fund, will further add to the improved image of the centre and help to support business growth.

**6.14** The smaller shopping centres outside of the town centre serve an important function by offering a convenient range of shops and services. They also add to the local character of the area and act as neighbourhood community and social centres.

**6.15** The area has experienced a significant increase in housebuilding since 2006, due primarily to the town centre redevelopment which delivered 379 residential units. Redevelopment opportunities of this scale are not anticipated in the future, although the settlement area as a whole does offer additional housing potential within and outside of the town centre<sup>(12)</sup>. Flood risk will be taken into account when considering the suitability of sites for development.

**6.16** Despite the fact that Walton provides a wide range of community and social infrastructure, population growth will put extra pressure on existing education, health and sports facilities and additional demands will need to be monitored and provided for.

**6.17** Despite the high levels of investment within the area, there are economic and environmental disparities within some residential areas. The One Elmbridge Partnership is a multi agency partnership that works together with community and voluntary organisations to improve the quality of life for people living in small neighbourhoods which do not share the same level of affluence as other parts of the Borough<sup>(13)</sup>. A three year action plan has been adopted in order to address the particular issues relevant to each area which includes improvements to community services and facilities.

**6.18** The railway station provides frequent services to London Waterloo and Woking. However, the popularity of this service results in parking stress around the station and significant over-crowding in peak periods. Parking and traffic congestion, particularly around the town centre could act as a deterrent to residents and businesses. Traffic and parking management, coupled with improvements to sustainable travel all have a contribution to make to the sustainable development of the area.

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11 Population 24,296, town centre floorspace 52,660m<sup>2</sup>

12 Elmbridge Strategic Housing Land Availability Assessment 2010 - [www.elmbridge.gov.uk/planning/policy](http://www.elmbridge.gov.uk/planning/policy)

13 One Elmbridge Partnership Strategy 2009-2012 - [www.elmbridge.gov.uk/planning/policy](http://www.elmbridge.gov.uk/planning/policy)

**6.19** The reservoirs and waterbodies in the north of the area have significant conservation value and have been subject to Habitats Regulation Assessment in order to ensure that new development will not result in any adverse effects.

### CS4 - Weybridge



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## CS4 - Weybridge

Weybridge, which also includes Oatlands and St George's Hill, will continue to fulfil a diverse range of important roles as a centre for residential, employment and leisure uses. There is scope for additional residential development across the area, primarily through redevelopment of previously developed land outside of high flood risk areas.<sup>(14)</sup> Opportunities for further employment will be focused in existing employment areas at the Heights, Brooklands Business Park and the town centre.

Weybridge is an area with a high quality environment. All new development will need to be well designed, integrate with, and enhance local character. Development in areas of heritage value, specifically in and around Weybridge town centre, Monument Green, Brooklands and the Wey Navigation will take account of their historic context and any relevant Conservation Area Character Appraisal.

Although there is limited development potential within the town centre, higher density mixed use developments could be appropriate, provided they contribute to local character and distinctiveness; enhance the historic context of the centre; and contribute to the diversity of uses available to local people. (see CS18 - Town Centre Uses).

The provision of infrastructure and services, including education, will be improved within the plan period (see CS16-Social and Community facilities). The Council will work in partnership with providers to ensure that continual improvements take place in order to retain people's quality of life and address the needs of a growing local population. Brooklands Community Park will be protected and improved in order to fulfil its role as a Suitable Accessible Natural Greenspace (SANG), as part of the mitigation measures relating to the Thames Basin Heath Special Protection Area.

The Council will work in partnership with service providers, to ensure that access to and within the area is improved for pedestrians and cyclists, public transport users and those with impaired mobility. Measures will be promoted to tackle traffic congestion and air pollution. The station will be improved and a parking strategy will be developed in partnership with Surrey County Council.

See appendix 2 for settlement investment and development schedules.

**6.20** Located at the confluence of the River Thames and the River Wey Navigation, Weybridge has the second highest population and second largest town centre in the Borough<sup>(15)</sup>. It is made up of a number of distinct areas which include the town centre, Queens Road shopping area, St Georges Hill, Brooklands strategic employment and 'out of town' shopping area and Oatlands village. The A317, A3050 and B374 pass through Weybridge providing access to the M25. This results in traffic congestion at peak times.

14 In accordance with PPS25.

15 Population 21,122, town centre floorspace 36,980m<sup>2</sup>

**6.21** Weybridge town centre has a low proportion of convenience shops for a district centre. There are also high numbers of cafés and restaurants, as well as numerous estate agents which, together, account for over 20% of town centre floorspace. As such, a greater diversity of uses would add to the centre's attraction.

**6.22** The town centre is supported by two smaller centres. The Queens Road shopping area has become an increasingly popular location for bars and restaurants as well as boutique shops and galleries. Oatlands village centre no longer plays a significant role in providing for day to day shopping, but offers a range of specialist goods and restaurants. These centres add to the character and distinctiveness of the area and are an important focus for the local community.

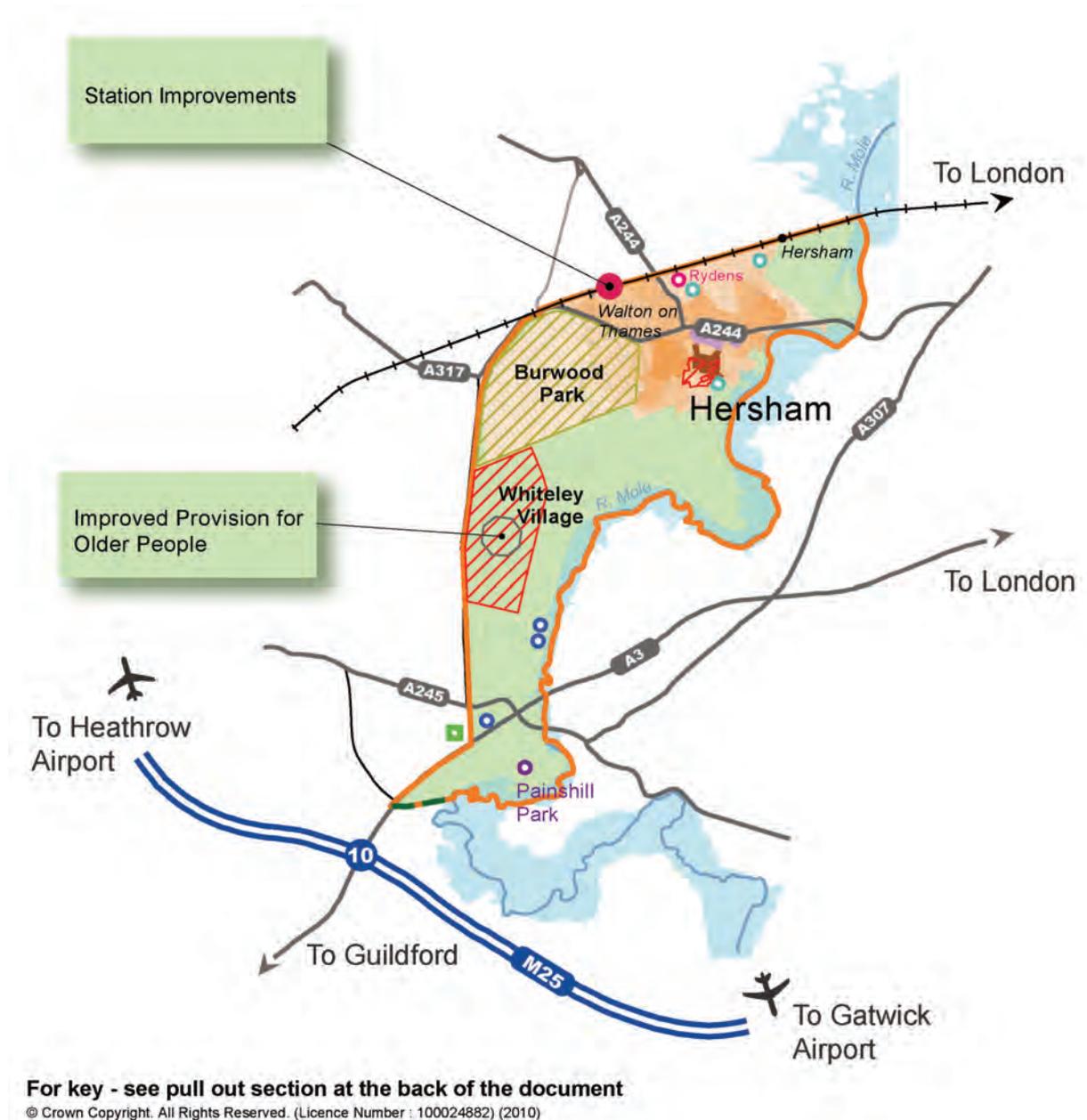
**6.23** Weybridge offers a variety of high quality environments, convenient access to and from London, and a diverse range of community and social facilities, including a comprehensive range of schools and colleges. Heathside secondary school and Brooklands College are located adjacent to each other and are developing future partnerships for improving education for young people. These assets combine to make it a very attractive residential area where house prices are high and most residents enjoy a high quality of life. This leads to significant development pressure, which needs to be carefully controlled in order that the quality and character of the area is not eroded and local services and infrastructure can cope with additional demands in the future.

**6.24** There are some areas that have a significant risk of flooding and development needs to be carefully controlled and directed away from these areas if possible. Brooklands Community Park represents one of the Borough's SANG sites which are necessary to mitigate the potential negative effects of an increasing population on the Thames Basin Heath Special Protection Area.

**6.25** The Borough's principal strategic employment area is located at Brooklands in Weybridge. It provides a significant amount of jobs in retailing in 'out of town' stores, as well as a wide variety of industrial and warehouse units. 'The Heights' Business Park is a prestigious commercial office development accommodating the UK headquarters of several international companies and there is still scope for expansion.

**6.26** The railway station, which is located a mile to the south of the town centre offers excellent rail links to London, Woking and Guildford. There are limited bus services to Kingston, Woking, Staines and other locations within Elmbridge. Local issues relating to traffic congestion and air pollution will need to be tackled through a combination of measures to reduce the need to travel; promote walking and cycling; and increase the attraction of travelling by rail in order that their negative effect on the area is reduced over time. Measures will need to be given ongoing consideration by the Infrastructure Delivery Group and implemented in accordance with priorities of infrastructure and service providers, taking account of available funding (see CS28-Implementation and Delivery).

## CS5 - Hersham



### CS5 - Hersham

The Council will continue to support Hersham's role, primarily as a residential area that provides for a wide variety of house types, including private sheltered accommodation where there is a local identified need. All new development will be focused on previously developed land, taking into account relative flood risk <sup>(16)</sup> and be expected to be well

designed and to integrate and enhance local character. Particular attention will be given to estate and roadside environments which offer opportunities to deliver wider benefits to the area and the local community.

Proposals which add to the vitality and viability of the district centre will be encouraged provided that they enhance the role of the village centre and are of an appropriate scale. New development within Hershams Village will take account of and enhance the heritage value of the conservation area.

The Council will work in partnership with infrastructure and service providers to ensure that continual improvements take place to Hershams open spaces, education and health facilities, in order to address the needs of a growing local population.

The Council will work in partnership with service providers, to ensure that access to and within the area is improved for pedestrians and cyclists, public transport users and those with impaired mobility. The station will be improved and the footpath and cycle network will be expanded to and through open spaces, as opportunities arise.

Specifically, the Council will promote initiatives that deliver additional public open space in association with improved education facilities.

See appendix 2 for settlement investment and development schedules.

**6.27** Hershams is a small, primarily residential suburb which has a small district centre, set around a pleasant village green. Although over 40% of floorspace is not in retail use, it does have a large supermarket. The area is relatively well served by community facilities although further provision is likely to be necessary in the future.<sup>(17)</sup>

**6.28** Hershams offers a wide range of house types and tenures including large housing estates built by the Council in the 1940's; Burwood Park, one of the Borough's private estates; and Whiteley Village, a unique settlement for older people. This development is of such significance that it is dealt with in a separate policy (CS6 - Whiteley Village). There is currently a lack of private sheltered accommodation for sale within the area<sup>(18)</sup>. Given the residential character of the urban area, development opportunities are considered to be relatively limited.

**6.29** Hershams also has significant amounts of open space which provides for informal and formal recreation. There are many parks, recreation grounds and urban open spaces. The River Mole provides opportunities for pleasant riverside walks although its potential to flood needs to be taken into account when considering the location of new development. Whilst there have been significant works to reduce the flood risk from the Lower Mole, there still remains a residual flood risk in cases of extreme flooding. Many of Hershams open spaces have more than a local significance, and the high quality of these areas needs to continue to be protected and access improved where opportunities arise (see CS14-Green Infrastructure).

17 Elbridge Settlement Strategy 2009 - [www.elbridge.gov.uk/planning/policy](http://www.elbridge.gov.uk/planning/policy)

18 Strategic review of Housing provision for Older People in Elbridge 2009 - [www.elbridge.gov.uk/documents](http://www.elbridge.gov.uk/documents)

**6.30** Hersham provides a selection of schools, including one of the Borough's four secondary schools and three private schools. It will be important that their development in the future responds to the education needs of the Borough, whilst offering wider community and environmental benefits where appropriate.

**6.31** Although Hersham does offer a range of employment opportunities within the town centre and along the A244, most people travel out of the area to work. The railway station offers convenient links to London and Guildford and improvements will increase the attraction of travelling by train.

## CS6 - Whiteley Village

### CS6 - Whiteley Village

In recognition of Whiteley Village's unique circumstances, the evolving needs of its elderly residents, and the desire to conserve and enhance its character and function and support its long-term sustainability<sup>(19)</sup>, infill development will be permitted within the village boundary as identified on the proposals map provided that:

- it is in accordance with PPG2;
- it supports the findings of the most up-to-date Strategic Review of Housing Provision for Older People<sup>(20)</sup> or meets a specific identified need;
- it is at an appropriate scale in relation to the existing built up area, respects the distinct pattern and layout of the village and supports its integrity;
- it is of a high standard and seeks to complement and enrich the village's unique character, reflecting the visionary and architectural ideas of the original concept.
- it takes full account of the conservation status of the village and the numerous heritage assets, as well as its impact on the Green Belt;
- adequate utility, community and other services are available;
- it is related to the concept and wishes of William Whiteley and provides accommodation for people with limited means.

In order to provide more detailed guidance on the future development of the village and ensure it is sensitive to its important historic, architectural, and landscape assets, a Conservation Area Appraisal and Management Plan will be produced by The Whiteley Village Trust, in association with the Council and English Heritage, with the aim of forming supplementary planning guidance.

In addition, the Council will support the Trust to develop the role of the village in meeting the needs of older people within the wider community and to increase public access and use to the surrounding open land.

**6.32** Founded in 1907, Whiteley Village is unique in that it forms a completely self-contained settlement devoted entirely to older people. Today it plays a vital role as a provider of a range of specialist accommodation and care for older people of 'limited means'.

19 The Village's preferred future role is set out in the Strategic Review of Housing Provision for Older People (2009) - [www.elmbridge.gov.uk/planning/policy](http://www.elmbridge.gov.uk/planning/policy)

20 Strategic Review of Housing Provision for Older People in Elmbridge 2009 - [www.elmbridge.gov.uk/planning/policy](http://www.elmbridge.gov.uk/planning/policy)

**6.33** The village is located within the Green Belt, is a designated Conservation Area and the vast majority of buildings are listed.

**6.34** The unique nature of Whiteley Village means that it should be protected and its future supported, to enable it to continue to make an important contribution to the provision of accommodation and care for older people - see Policy CS20. Although it does not fulfil the criteria of a Registered Social Landlord (RSL) in terms of affordability its accommodation is targeted at those of 'limited means' in accordance with the wishes of its founder. It is recognised that, in order for the village to continue this role and to support its long-term sustainability, limited infill development may be required. It is considered that a more comprehensive approach is necessary to plan for its future to ensure the special significance and integrity of the village as a whole, together with its constituent parts, is protected.

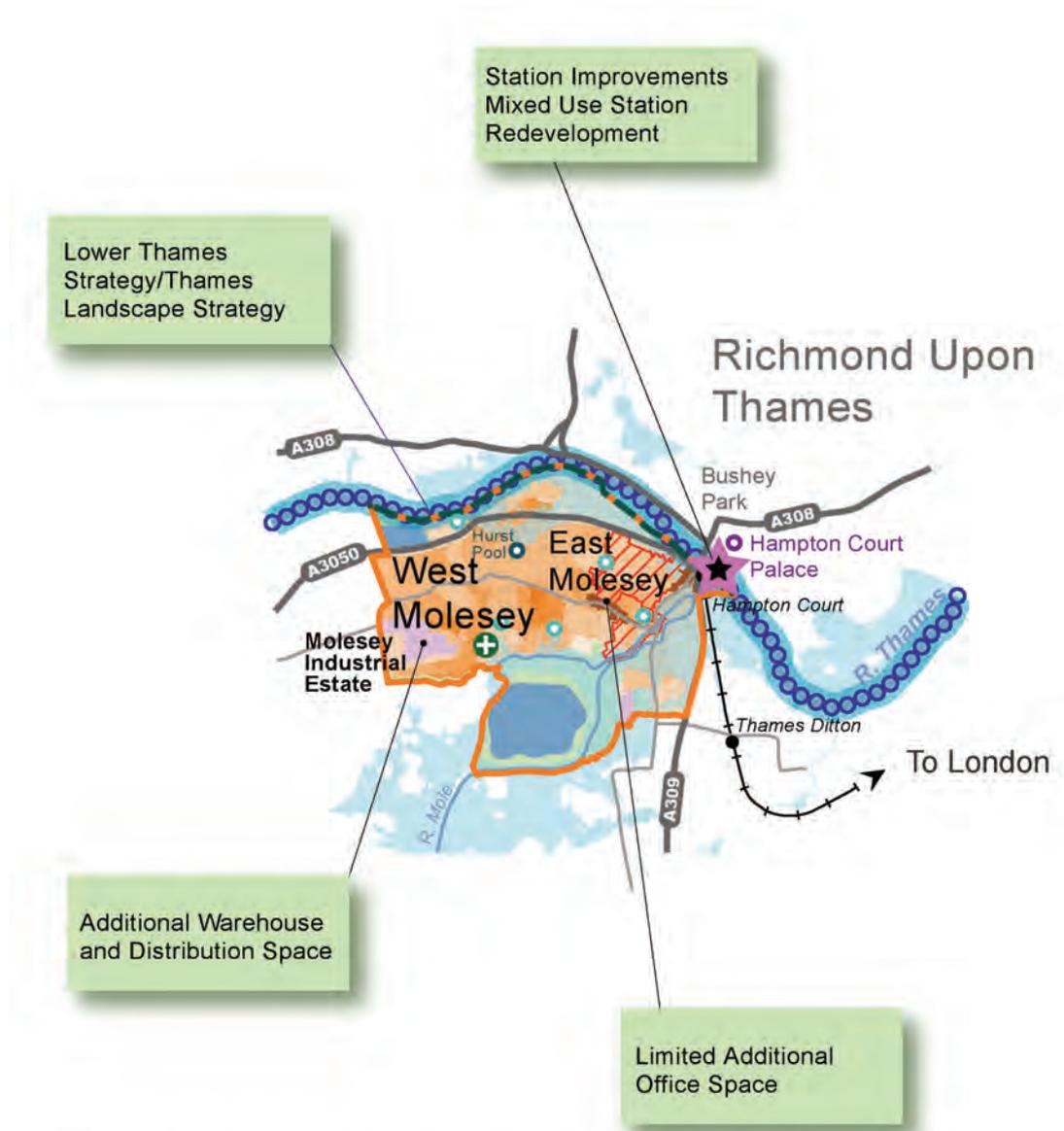
**6.35** The policy provides a framework for future infill development within the defined village boundary. It is considered that this approach offers a suitable balance between securing the long-term future of the village, whilst respecting its location within the Green Belt, its significant heritage assets and its small-scale village character. The production of a Conservation Area Appraisal and Management Plan by the Whiteley Village Trust, in association with the Council and relevant partners, will provide the additional detail and guidance necessary to ensure future development is sensitive to the Village's many historical, architectural and landscape assets and deliver a long-term, comprehensive approach to planning for its future.

**6.36** The policy is in accordance with national policy <sup>(21)(22)</sup> and will help to deliver the aims of the Elmbridge Sustainable Community Strategy (SCS11) by helping older people to remain independent in their own home.

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21 Lifetime Homes, Lifetime Neighbourhoods – A National Strategy for Housing in an Ageing Society (DCLG, 2008) - [www.communities.gov.uk](http://www.communities.gov.uk)  
22 PPS 3 Housing - [www.communities.gov.uk/planningandbuilding](http://www.communities.gov.uk/planningandbuilding)

## CS7 - East and West Molesey



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### CS7 - East and West Molesey

The Council will continue to recognise the diversity and distinction of neighbourhoods and communities within East and West Molesey and plan in a way that takes account of natural, historic and cultural assets within and adjoining the area.

All new development will be expected to enhance the local character of the area, and specific attention will need to be given to areas of high heritage value including the Old Village, Kent Town and Bridge Road conservation areas, the River Thames, and Hampton

Court Palace. The Council will continue to work with the One Elmbridge Partnership to deliver improvements which uplift the environment and deliver wider community benefits to some neighbourhoods within the area including improved provision for pedestrians and cyclists and public transport users. Private sheltered accommodation for older people will be encouraged where this addresses an identified local need.

Open space improvements will be supported along the River Thames as part of the Thames Landscape Strategy.

New residential development will be focused on previously developed land within the built up area, taking account of relative flood risk<sup>(23)</sup>. Attention will also be given to supporting the tourism role of Bridge Road which offers a variety of cafés and restaurants to visitors to Hampton Court Palace. The proposed redevelopment at Hampton Court Station should improve the facilities for visitors.

The strategic employment role of Molesey Industrial Estate will be supported, provided that this does not have a negative effect on the local environment, particularly with regards to lorry movements.

The variety of retail provision across the area will be supported although there is no identified need for additional provision. Proposals which could contribute to the future vitality and viability of centres will be supported, provided that they enhance the role of the centre and are of an appropriate scale.

The Green Belt and the wealth of natural assets within the area will continue to be protected. The Council will work with partners to increase and improve public access to open spaces, and protect and improve areas of high biodiversity value as appropriate.

The Council will also work with Surrey County Council in order to address the needs for education provision, specifically with regards to secondary schools.

See appendix 2 for settlement investment and development schedules.

**6.37** East and West Molesey is a mixed use area in the North East of the Borough<sup>(24)</sup>. Uses are predominantly residential but also include five distinct shopping areas at Bridge Road/Hampton Court<sup>(25)</sup>, East Molesey<sup>(26)</sup>, West Molesey, Central Avenue and Pool Road. The centres are distinctly different with regards to the nature of the shops and services they provide and need to be protected to support their various roles.

**6.38** East and West Molesey offer a wide variety and good mix of house types and tenures which help to support mixed communities. There are some areas, particularly those with significant heritage value, that have a high quality environment. However, there are some residential areas where the One Elmbridge Partnership is aiming to deliver estate improvements. These areas also have low car ownership and therefore, providing facilities locally, and improving sustainable means of transport will bring benefits. This is particularly relevant with regards to improving access to secondary education.

23 In accordance with PPS25

24 Elmbridge Settlement Strategy 2009 - [www.elmbridge.gov.uk/planning/policy](http://www.elmbridge.gov.uk/planning/policy)

25 Bridge Road floorspace 10,249m<sup>2</sup>

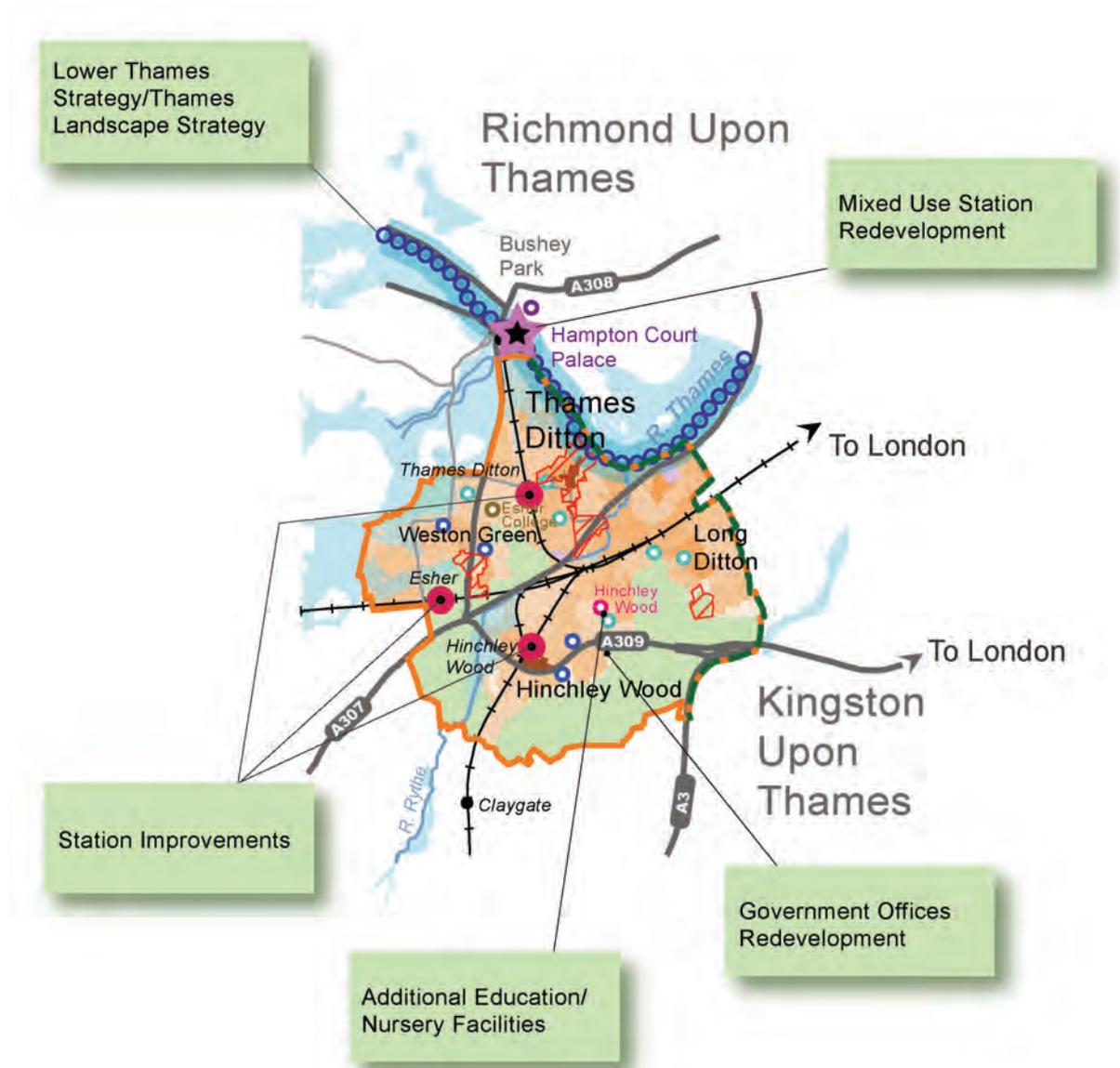
26 East Molesey floorspace 14,530m<sup>2</sup>

**6.39** The River Mole meets the River Thames at Molesey. Both rivers offer a significant recreational resource to residents, although their potential to flood needs to be taken into account when considering the location for new development. Although there have been significant works to reduce the flood risk from the Lower Mole, there still remains a residual flood risk in cases of extreme flooding. The Lower Thames Strategy is at an early stage of preparation, and Hurst Park lies within the multi functional flood plain. Several reservoirs lie within this area, some of which provide water for central London, while others are now empty and being converted into nature reserves. The reservoirs and the rivers have high biodiversity value which needs to be protected and improved wherever possible.

**6.40** Hampton Court Station is located opposite Bridge Road and offers a gateway for visitors to Hampton Court Palace. This has had a major influence on the use of the shops in the Bridge Road area, many of which provide cafés and restaurants, with the majority of shopping floorspace used for comparison goods. The mixed use development at Hampton Court Station will help to support the tourism role of the area, contributing to the health of the local economy.

**6.41** Molesey Industrial Estate offers a variety of accommodation for industrial, storage and business uses. There is capacity to provide additional employment floorspace through redevelopment although the impact of intensification, specifically with regards to lorry movements on residential roads, will need to be taken into account.

## CS8 - Thames Ditton, Long Ditton, Hinchley Wood and Weston Green



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### CS8-Thames Ditton, Long Ditton, Hinchley Wood and Weston Green

The Council will continue to support the primary role of these areas as attractive and individually distinctive residential neighbourhoods. The redevelopment of the Government offices site will make a major contribution to the area's housing provision. Other opportunities will be promoted on previously developed land within the urban area, taking account of relative flood risk <sup>(27)</sup>, where new development will be well designed and contribute to local

character and a distinct sense of place. Specific attention to design and heritage will be given within the 4 conservation areas, which include Thames Ditton, Weston Green, Giggs Hill Green, and Long Ditton (Church and Manor House). The surrounding Green Belt will continue to be protected.

At Thames Ditton and Hinchley Wood shopping areas, measures will be supported that improve their environments and their individual roles as valued local centres.

The Council will work in partnership with Surrey County Council to ensure that education facilities are expanded and improved to support the needs of the local population, as well as students from adjoining areas.

The Council will also work in partnership with service providers to ensure that access to and within the area is improved for pedestrians and cyclists, public transport users, specifically with regard to bus provision.

See appendix 2 for settlement investment and development schedules.

**6.42** This cluster of individual settlements, bordered by the River Thames in the North, green rural surroundings in the South, and interspersed with several areas and individual buildings of heritage value, provide pleasant and distinctive residential areas of predominantly detached and semi-detached housing in the North East of the Borough. Residents have convenient road and rail access to and from London and are served by three rail stations at Esher, Hinchley Wood and Thames Ditton. Between 1991 and 2007, this area has experienced the largest growth in population in the Borough (25%). The redevelopment of the Government Offices site will make a significant contribution to delivering new housing in the area, although redevelopment opportunities elsewhere are anticipated to be through development of smaller sites within residential areas.

**6.43** Land in close proximity to the River Thames has a high flood risk and there are other small areas within Hinchley Wood which have a medium flood risk from the River Rythe. This will be taken into account when considering sites for development in the future.

**6.44** The area is served by two local centres at Thames Ditton and Hinchley Wood and lacks either a district or town centre. Although Surbiton in the adjoining borough of Kingston, offers district shopping facilities, and Kingston caters for people's main shopping needs, it is important that these local centres continue to be supported, not only for their shopping function, but also for their contribution to local identity and role as community hubs. As residents rely on the neighbouring districts of Surbiton and Kingston for many of their needs, improving sustainable access, particularly bus provision is considered as a priority.

**6.45** The area provides a good range of education facilities, including several primary schools, a secondary school at Hinchley Wood, and further education at Esher College. However, education provision, specifically primary schools, is under pressure, due in part to the significant increase in child population that has taken place over recent years.

## CS9 - Esher



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### CS9- Esher

Esher will continue to fulfil a diverse range of important roles as a centre for residential, employment, leisure, recreational and tourism uses. Additional residential development will be provided across the area, primarily through redevelopment of previously developed land, taking account of relative flood risk<sup>(28)</sup>. All new development will be expected to enhance local character. Specific attention will need to be given to areas of high heritage value, including West End and Esher Conservation Areas.

Esher has relatively good accessibility and higher density residential / mixed use developments could be appropriate within and around the town centre, provided that they take account of its historic context and support the town centre's vitality and viability, contributing to the diversity of uses available to local people. Restaurants and cafés contribute to the character of Esher and its evening activity. However, these uses do need to be controlled, in order that its function as a retail centre during the day time is not threatened. (see CS19 - Town Centre Uses).

The Council will work in partnership with landowners and Surrey County Council to implement appropriate measures that could address traffic congestion through the town centre and reduce the negative impact of lorry movements through residential areas. The Council will also promote improved access to and within the area for pedestrians and cyclists and public transport users. The Council will continue to work in partnership with Surrey County Council, in order to take a coherent approach to on and off-street parking.

The Council will promote the provision of hotel accommodation in order to support the tourist venues at Sandown Park Racecourse and Claremont Landscape Gardens (see CS24-Hotels and Tourism).

Environmental management and improvement programmes will be undertaken across Esher Common in order to protect biodiversity and provide opportunities for leisure and recreation (see CS14-Green Infrastructure and CS15-Biodiversity).

See appendix 2 for settlement investment and development schedules.

**6.46** Esher is a settlement of contrasts and fulfils a wide variety of roles. It lies at the centre of the Borough and has a small residential population (6,686). Large detached houses dominate, with only 25% of units being terraced or flatted development. As such, smaller units, and higher density developments in and around the town centre would help to deliver a more balanced housing stock.

**6.47** The area benefits from a wealth of high quality environmental assets including; attractive village greens in and around the town centre and at West End; the natural open spaces of Esher Commons; and the formal gardens at Claremont. The River Rythe also adds to this character, although does have a medium risk of flooding. All contribute to the local character of Esher and offer a unique sense of place for residents which needs to continue to be supported and protected in the future.

**6.48** Although the area has a relatively large town centre (19,900m<sup>2</sup>), much of the floorspace is not in retail use. There is a dominance of cafés and restaurants and, as a consequence, the retail offer is generally poor. Although there is a small supermarket, it is considered important that future uses within the town centre are carefully controlled in order that its retail function is not further eroded.

**6.49** The town centre also suffers from traffic congestion during peak periods due to the fact that it lies at the intersection of several main roads and suffers from a high volume of through traffic. This acts as a deterrent for pedestrians within the centre. Lorry movements north of the town centre, also have a negative environmental effect and measures will need to be adopted



as opportunities arise in order to improve traffic movements within the area. Improved access for pedestrians and cyclists, better public transport and station facilities could offer an attractive alternative to the use of the private car and will be promoted throughout the lifetime of the plan.

**6.50** Sandown Racecourse is one of the Borough's main visitor attractions and provides employment for approximately 500 people. Located at the edge of the town centre, the racecourse helps to support the town centre economy, although it also generates a significant amount of traffic on race days. New hotel development will generate additional jobs in the area, and bring additional customers to support the town centre. A comprehensive approach to parking and traffic issues will bring benefits to the town centre and to visitors to the racecourse.

## CS10 - Cobham, Oxshott, Stoke D'Abernon and Downside



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### **CS10 - Cobham, Oxshott, Stoke D'Abernon and Downside**

The Council will support initiatives that help to sustain the individual communities of Oxshott, Stoke D'Abernon and Downside and will promote measures that strengthen and support Cobham's role as a service centre through promoting a mix of uses within the centre that adds to its vitality and viability.

There is scope for additional residential development across the area, primarily through redevelopment of previously developed land, although Downside has little if any potential.

The Council will encourage the provision of small family units, as well as housing for older people, in order to address deficiencies in the existing housing stock. In all instances, it will be important that all new development is well designed, and integrates with and enhances local character, particularly within the 5 conservation areas located within the settlement.

Higher density residential / mixed use developments could be appropriate within and around Cobham town centre, provided that it supports the centre's vitality and viability and contributes to the diversity of uses available to local people. The number of non retail uses will be carefully controlled, in order that its function as a retail centre is not threatened. (see CS18 - Town Centre Uses).

The Council will work with Surrey County Council to ensure that the education needs of a increasing local population can be adequately provided for.

The Council will work in partnership with service providers to consider appropriate measures that could address traffic congestion through the centre. The Council will also promote improved access to and within the area for pedestrians and cyclists, public transport users and those with impaired mobility. A parking strategy will be developed in partnership with Surrey County Council, in order to give further consideration to the adoption of a coherent approach to on and off street parking.

See appendix 2 for settlement investment and development schedules.

**6.51** The A3 runs South East/ North West through the South of the Borough and represents a significant physical barrier between the above settlements and the rest of Elmbridge. This physical barrier is reinforced with broad natural areas of Green Belt land that surround the settlement area of Cobham, Oxshott, Stoke D'Abernon and the small rural village of Downside. Recognising the important inter-relationship of Cobham and the individual villages within the area, local people, supported by the Council, have produced the 'Envisage' report and action plan which provides an important source of information about the settlement area.<sup>(29)</sup> Each area is a separate community with its own distinctive character. Whilst recognising the distinction between each of the settlements, the area operates as a single area, with Cobham, the largest of the settlements, acting as the social and commercial centre. There are five conservation areas<sup>(30)</sup> and numerous listed buildings, although there are some less affluent areas where improvements are being targeted to benefit the community. Many people choose to live here

29 [www.envisage.org.uk](http://www.envisage.org.uk)

30 The Tilt, Downside Village, Stoke D'Abernon, Cobham and Plough Corner

because of this high quality of environment, and the fact that they can access plenty of open space yet still be within easy reach of London as well as the national road network and major airports. Oxshott, and Cobham and Stoke D'Abernon stations, offer fast train services to Waterloo, and the A3 provides direct road links to London and Guildford.

**6.52** This area of the Borough has a population of 18,607. Cobham has the 4th largest town centre in the Borough as well as an out of town superstore. Cobham fulfils a combination of roles, including that of a district centre, and also one more akin to a rural service centre. There is concern that the nature of the shopping centre is changing with an increase in non retail uses. The majority of people use Cobham because of its proximity, although many travel out of the Borough to Guildford and Kingston for comparison shopping needs. Local residents are concerned about town centre parking and traffic congestion, and a comprehensive solution is needed.

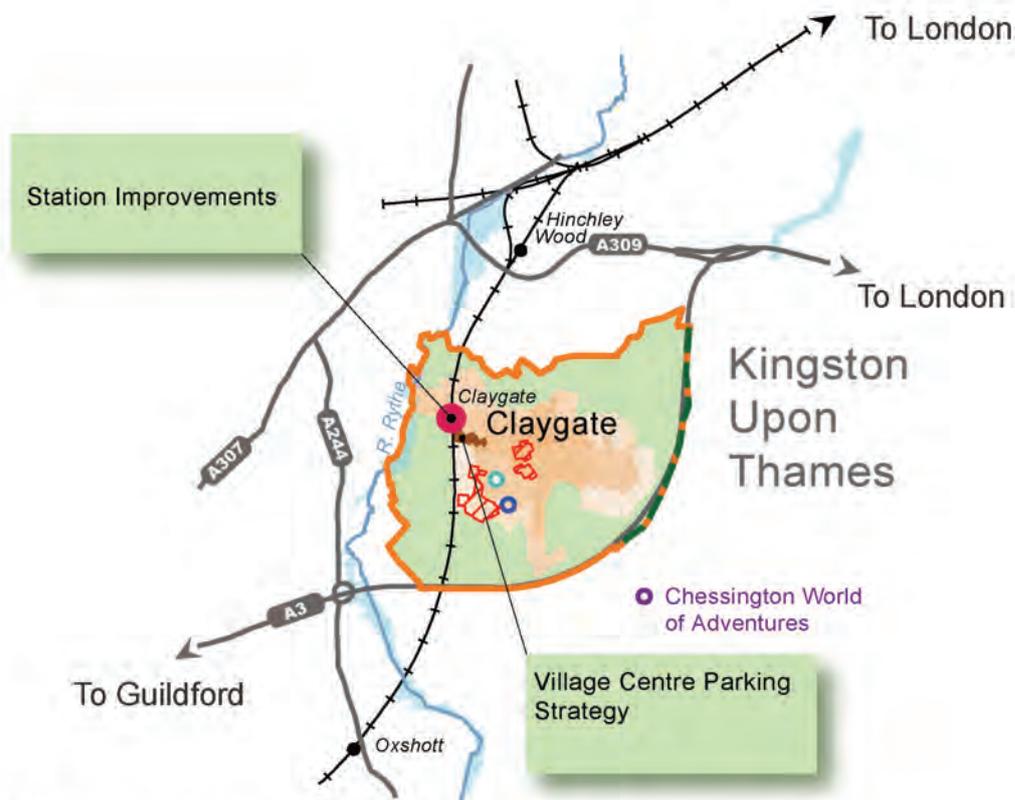
**6.53** Shopping facilities are provided more locally in Oxshott. Downside, the smallest village in the Borough, lies within attractive countryside, wholly within the Green Belt, and has a very rural and remote setting. The village does have its own pub, school and church, but generally lacks sufficient services to support the village and is therefore not considered to be a sustainable location for further development.

**6.54** This is generally a wealthy area with 50% of children attending private schools. This may be influenced by the fact that there is no state secondary school in the area. The Borough is generally experiencing capacity issues with regards to education provision, but these are felt the most in the residential areas located furthest away from the schools.

**6.55** Bus services vary across the area, but in general there is very limited provision. Given the need for many students to travel longer distances to secondary schools, improving bus services could make schools more accessible and reduce traffic congestion caused by the daily 'school run'.

**6.56** This area offers a narrow range of house types with a significant majority being detached/ semi detached and a very limited provision of terraced houses and flats. Smaller family units and accommodation for older people would add to the mix of housing available in the area and would more closely reflect local housing needs.

## CS11 - Claygate



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### CS11 - Claygate

The Council will support initiatives that help to sustain the health and wellbeing of this distinct community and support the dual role of the two village centres as a commercial and a community and social centre.

Development opportunities within this suburban village are very limited. Residential development will generally be supported within the built up area, through redevelopment of previously developed land, and appropriate infill development, provided that it is acceptable in environmental and planning terms. The Council will encourage the provision of small and affordable family units and private sheltered accommodation where this addresses a local identified need.

In all instances, new development will be well designed, integrate with and enhance local character. Any new development proposed in Claygate Village or the Foley Estate Conservation Areas must be designed to enhance the heritage value of the area. In preparing a Design and Character SPD, the Council will take account of the Village Design Statement produced by the Parish Council where it supports the overarching planning framework that relates to the Borough and is deliverable.

The surrounding Green Belt land will continue to be protected for a variety of uses including woodlands, commons and farms.

Should opportunities arise within and around the village centre, higher density mixed use developments could be appropriate, provided that they support the vitality, viability and sustainability of the area and contribute to the diversity of uses available to local people.

The Council will work with Surrey County Council and the Primary Care Trust to ensure that education and health needs of the local population can be adequately provided for.

The Council will promote improved access to and within the area for pedestrians and cyclists, public transport users and those with impaired mobility. A parking strategy will be developed in partnership with Surrey County Council in order to give further consideration to the adoption of a coherent approach to on and off-street parking.

See appendix 2 for settlement investment and development schedules.

**6.57** Almost totally encircled by the Green Belt, Claygate is a very attractive residential area with a population of 6,956. It has two centres, 'The Parade' shopping area, located around the station with a floorspace of 4,757m<sup>2</sup>, and the old village centre, which is a conservation area. Due to its relative detachment from the rest of the urban area, Claygate generally functions as a large village, rather than an urban suburb. This is borne out by the vitality of 'The Parade' shopping centre and the old village centre which provides a social and community hub.

**6.58** Claygate offers a narrow range of house types. 84% are owner occupied and nearly 80% are either detached or semi-detached, with only a little over 20% being flats or terraced houses. Provision of small affordable units would help to address deficiencies in the area and deliver mixed communities. Claygate is also poorly served by private sheltered accommodation for sale <sup>(31)</sup>. The Parade has good rail and bus links and offers a relatively sustainable location where higher density developments may be appropriate.

**6.59** Claygate has its own Parish Council who have undertaken various initiatives in order to identify the key concerns of the local community and preserve the local distinctiveness of the area. The Claygate Village Design Statement will be a useful document which will add a local dimension when the Council prepares supplementary planning guidance relating to Design and Character. Traffic and parking has been identified as a particular concern, as well as the provision of education and health facilities.

## CS12 - The River Thames Corridor and its tributaries

### CS12 - The River Thames Corridor and its tributaries

1. In recognition of the national importance of the River Thames, and the local importance of the River Wey Navigation and the River Mole, the Council will adopt a co-ordinated partnership approach to the future of the waterways in order to:

- Maintain and enhance the landscape and waterscape
- Conserve and enhance biodiversity (see CS15-Biodiversity) and improve water quality, in accordance with appropriate river basin management plans<sup>(32)</sup>
- Ensure that new development respects and makes a positive contribution to the waterside environment
- Support opportunities to improve public access to, and develop links from, the Thames Path, to feed into other open spaces and river corridors between Thames Ditton and Weybridge, ensuring that it is safe and accessible to all (see CS14-Green Infrastructure).
- Retain existing, and support new and improved water related uses and features that facilitate the recreational use of rivers and canals
- Reduce flood risk and maintain open areas as potential flood storage (see CS26-Flooding).

2. Detailed planning guidance which relates to the need for new development to take account of all aspects relating to the waterside setting, will be included in future DPDs that address Development Management and Site Allocations. Additional design guidance relating to riverside developments will be included in a Design and Character SPD.

**6.60** The River Thames forms the North, and part of the West, boundary of the Borough, and is one of the Borough's key environmental, recreational and natural assets. It is of national importance and is highly valued by residents and visitors for its outstanding landscape and its multifunctional role. The Thames Path offers full public access to the riverside through urban and more rural reaches of Elmbridge.

**6.61** The River Wey Navigation joins the Thames at Weybridge and the River Mole at Molesey. Whilst they are not as strategically significant as the Thames, they are highly valued by local people for their landscape, historic, cultural, recreational and nature conservation value. The diversity of the Borough's waterways and the multi functional role they perform make a major contribution to the quality of the environment and quality of life for residents.

**6.62** The Council considers that a co-ordinated policy framework should be adopted towards the future planning of all its rivers and waterways, in order to maximise the benefits for local people and to enhance nature conservation interests. Elmbridge will continue to work in partnership with other Surrey districts, adjoining London boroughs, and The Thames Landscape Strategy<sup>(33)</sup>, the Environment Agency, National Trust and the Lower Mole Countryside Trust and other stakeholders, in order to adopt a co-ordinated approach to the continuous improvement of these highly valued assets.

**6.63** The setting of the individual waterways is very diverse, and all new development needs to take account of local character and distinctiveness. Particular attention should be given to any development that would have a significant influence on the character and environment of the Thames Ditton Village, Walton Riverside, Wey Navigation, and Kent Town Conservation areas.

32 Thames River Basin Management Plan - [www.environment-agency.gov.uk/research/planning/125035.aspx](http://www.environment-agency.gov.uk/research/planning/125035.aspx)  
 33 Thames Landscape Strategy - [www.thames-landscape-strategy.org.uk](http://www.thames-landscape-strategy.org.uk)

**6.64** Although the Borough's waterways provide significant environmental benefits, they also have the potential to flood. This issue is addressed in CS26 - Flooding.

**6.65** The Water Framework Directive<sup>(34)</sup> has set the overall aim of improving all freshwater bodies over a certain threshold to achieve a good standard of biological and biochemical health by 2027. In Elmbridge this means ensuring that the standard of water contributing to the Thames, Wey, and Mole river basins continues to improve.

## CS13 - Thames Basin Heaths Special Protection Area

### CS13 - Thames Basin Heaths Special Protection Area

New residential development which is likely to have a significant effect on the ecological integrity of the Thames Basin Heaths Special Protection Area (SPA) will be required to demonstrate that adequate measures are put in place to avoid or mitigate any potential adverse effects. Such measures must be agreed with Natural England.

Priority will be given to directing development to those areas where potential adverse effects can be avoided without the need for mitigation measures. Where mitigation measures are required, the Council will work in partnership to set out clearly and deliver a consistent approach to mitigation, based on the following principles:

1. A zone of influence set at 5km linear distance from the SPA boundary will be established where measures must be taken to ensure that the integrity of the SPA is protected.
2. Within this zone of influence, there will be a 400m "exclusion zone" where mitigation measures are unlikely to be capable of protecting the integrity of the SPA.
3. Where development is proposed outside the exclusion zone but within the zone of influence, mitigation measures will be delivered prior to occupation and in perpetuity. Measures will be based on a combination of access management, and the provision of Suitable Accessible Natural Greenspace (SANG).

Where mitigation takes the form of provision of SANG the following standards and arrangements will apply:

- A minimum of 8 hectares of SANG land (after discounting to account for current access and capacity) should be provided per 1,000 new occupants;
- Developments of fewer than 10 dwellings should not be required to be within a specified distance of SANG land provided it is ensured that a sufficient quantity of SANG land is in place to cater for the consequent increase in residents prior to occupation of the dwellings;
- Access management measures will be provided strategically to ensure that the adverse impacts on the SPA are avoided and that SANG functions effectively;
- The Council will work in partnership through the Joint Strategic Partnership Board (JSPB) to ensure the delivery of mitigation measures;
- The Council will co-operate with Natural England and other landowners and stakeholders in monitoring the effectiveness of avoidance and mitigation measures

and monitoring visitor pressure on the SPA and review/amend the approach set out in this policy, as necessary;

- The Council will collect developer contributions towards mitigation measures, including the provision of SANG land and joint contributions to the funding of access management and monitoring the effects of mitigation measures across the SPA;
- Large developments may be expected to provide bespoke mitigation that provides a combination of benefits including SANG, biodiversity enhancement, green infrastructure and, potentially, new recreational facilities.

Where further evidence demonstrates that the integrity of the SPA can be protected using different linear thresholds or with alternative mitigation measures (including standards of SANG provision different to those set out in this policy) these will be agreed with Natural England.

Further details are set out within the Delivery Framework<sup>(35)</sup> and the Council's most up-to-date mitigation strategy<sup>(36)</sup>.

**6.66** In March 2005 the Government designated areas of heathland within the Thames Basin as the Thames Basin Heaths SPA under European Directive 79/409/EEC<sup>(37)</sup> (transposed into the UK Habitats Regulations<sup>(38)</sup>). It has been identified as an internationally important habitat for three rare species of ground nesting birds - the Dartford warbler, nightjar and woodlark - and covers areas of heathland across 11 local authority areas in Surrey, Hampshire and Berkshire. Within Elmbridge the area covers Chatley Heath, part of the Ockham and Wisley Commons Site of Special Scientific Interest (SSSI). This heathland lies to the south of the Borough, in an area located between the M25, the A3 and the Borough boundary. The Thames Basin Heaths SPA Delivery Framework sets out the principles for ensuring the protection of the SPA.

**6.67** Natural England, the Government's adviser on issues concerning England's natural environment, considers that the intensification of residential development up to a distance of 5km away from the SPA would result in a range of pressures with adverse effects on the protected habitat. As a consequence, within 400m (linear) of the SPA it is not considered possible to avoid or mitigate the impacts of new development, and as such there will be a presumption against new housing development within this zone. Between 400m to 5km (linear) from the SPA, mitigation must accompany new residential development in the form of the provision of Suitable Accessible Natural Greenspace (SANG) to attract informal recreation users, such as walkers and dog walkers, away from the SPA. This can be in the form new open space, or the improvement of existing open space to increase its capacity for informal recreation to a minimum standard of 8 hectares per 1,000 population. In addition, larger developments, beyond the zone of influence, will be considered on a case by case basis in order to ascertain whether they should provide appropriate mitigation. This is combined with access management and monitoring measures to manage recreational pressure on the SPA itself. Without mitigation,

35 Thames Basin Heaths SPA Delivery Framework produced by the Joint Strategic Partnership Board comprising representatives of all local authorities affected along with organisations such as SEEPB, GOSE, Natural England, Wildlife Trusts and RSPB - [www.se-partnershipboard.org.uk](http://www.se-partnershipboard.org.uk)

36 Thames Basin Heaths SPA: Interim Mitigation Strategy for Elmbridge (April 2007) at December 2009 - [www.elmbridge.gov.uk/planning/policy](http://www.elmbridge.gov.uk/planning/policy)

37 European Directive 79/409/EEC - [www.jncc.gov.uk](http://www.jncc.gov.uk)

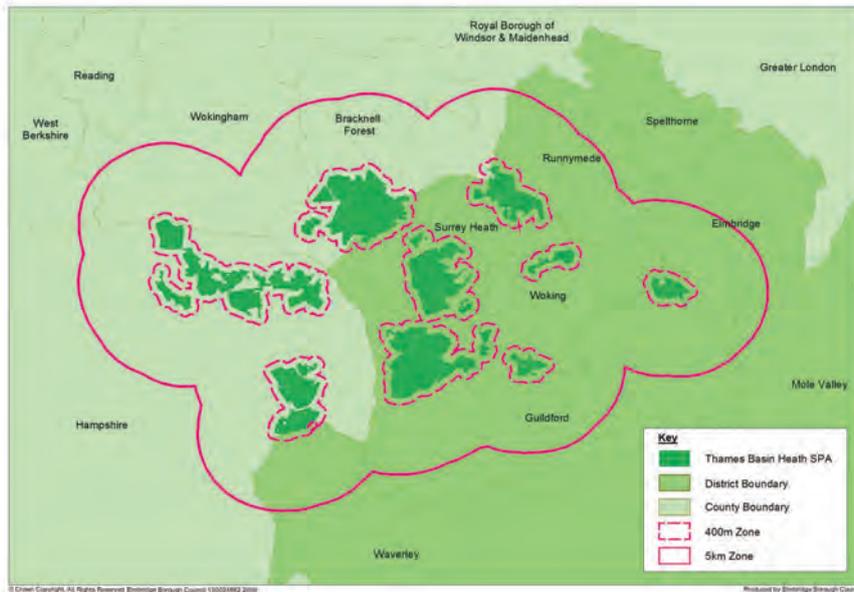
38 UK Habitats Regulations - [www.opsi.gov.uk](http://www.opsi.gov.uk)

planning applications for new housing development within 5km of the SPA would be refused. In view of the need to put in place mitigation measures as soon as possible, the Elmbridge Thames Basin Heaths SPA Interim Mitigation Strategy was adopted in April 2007.

**6.68** The focus of this policy is on avoidance and mitigation of the effects of residential development. This does not obviate the need for possible Habitats Regulations Assessment (HRA) on other forms of development. Nor do the provisions of this policy exclude the possibility that some residential schemes (and, in particular, relatively large schemes) either within or outside the 5km zone might require assessment under the Habitats Regulations due to a likely significant effect, alone or in combination with other plans or projects, and subject to advice from Natural England.

**6.69** The HRA<sup>(39)</sup> of the Elmbridge Core Strategy demonstrates that by adopting a two-prong approach to mitigation it is possible to avoid and mitigate adverse impacts on the SPA. The Borough has sufficient SANG<sup>(40)</sup> capacity available to provide mitigation for new residential development proposed between 2006 and 2026. In addition, the Council is committed to working towards collecting contributions towards strategic access management and monitoring on the SPA itself.

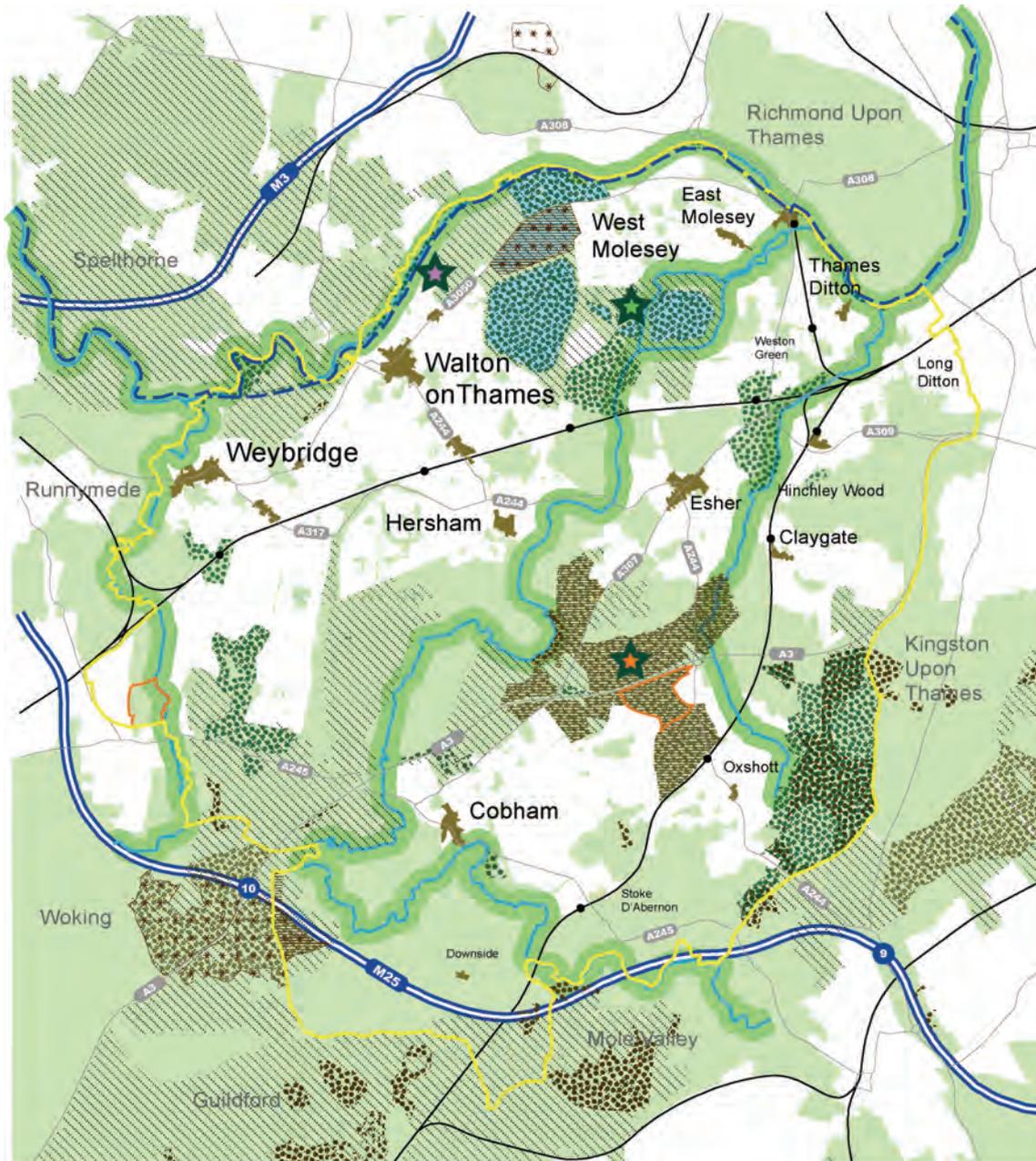
**6.70** This policy, along with the Council's Interim Mitigation Strategy, sets out a local framework to ensure that the SPA is protected from the implications of additional residential development. The Council considers it appropriate to set out details of the situations where avoidance or mitigation measures are likely to be required and what these should comprise in supplementary guidance, as this allows flexibility to review the approach should monitoring suggest this is necessary. Elmbridge will review its interim strategy to ensure it covers the period to 2026 and to incorporate access management and monitoring contributions once this has been agreed.



39 Habitats Regulations Assessment - [www.elmbridge.gov.uk/planning/policy](http://www.elmbridge.gov.uk/planning/policy)  
 40 Part of Esher Common SSSI and Brooklands Community Park

# 7 Borough-wide Policies

## CS14 - Green Infrastructure



### KEY

- |  |  |                            |
|--|--|----------------------------|
| Green Belt and/or Open Space                 | Special Protection Area/ Ramsar Site       | Borough Boundary           |
| Green/Blue Corridor                          | Biodiversity Action Plan Habitat           | Motorway                   |
| Town & Village Centres                       | Biodiversity Opportunity Areas             | A Road                     |
| Open Water                                   | Site of Special Scientific Interest        | River                      |
| Suitable Accessible Natural Green Space SANG | Green Arc - Molesey Heath                  | Railway & Station          |
| Site of Nature Conservation Importance       | Esher Common Restoration & Management Plan | Thames Path National Trail |
|  | Improved Accessible Open Space             |                            |

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## CS14 - Green Infrastructure

The Council will protect, enhance and manage a diverse network of accessible multi functional green infrastructure by:

1. Continuing to give a high level of protection to and improving the Borough's green infrastructure assets including Suitable Accessible Natural Greenspace (SANG) and those sites designated for their biodiversity value in accordance with Policy CS15-Biodiversity<sup>(1)</sup>. Where development of open space is proposed, the scheme will be assessed against Planning Policy Guidance note 17: Planning for Open Space, Sport and Recreation, Planning Policy Guidance note 2: Green Belts, and CS15 - Biodiversity. Development will not be permitted on a SANG.

2. Ensuring new development protects and enhances local landscape character<sup>(2)</sup>, strategic views and key landmarks as shown on the proposals map, and takes account of their setting, intrinsic character and amenity value.

3. Strengthening the network and multi functional role by:

- Requiring developer contributions from new development in accordance with CS28-Implementation and Delivery to facilitate new provision or quality and access improvements to existing facilities, including the Green Belt, in order to increase their capacity;
- Requiring the provision of facilities for public use on-site as part of development schemes over 50 dwellings, where appropriate;
- Improving the biodiversity value and function of the network in accordance with CS15-Biodiversity;
- Provision of an improved, accessible open space at Waterside Drive, Walton as shown on the proposals map;
- Securing the dual use of school facilities for sports use in accordance with CS16-Social and Community Infrastructure;
- Developing green links within and across borough boundaries in particular by supporting the Green Arc initiative, the development of a network of SANG, and identifying green corridors;
- Promoting access to and creating SANG - Brooklands Community Park and part of Esher Common – in accordance with the measures set out in the Council's most up-to-date mitigation strategy for the Thames Basin Heaths SPA<sup>(3)</sup>;
- Safeguarding important trees, woodlands and hedgerows and securing provision of soft landscaping measures in new development, focusing on the use of native species, particularly trees, which are an important feature of the Elmbridge landscape, and taking opportunities to create links with the wider green infrastructure network;

1 The Borough's green infrastructure assets have been identified through the PPG17 assessment. These include, amongst others, all those sites currently designated on the proposals map as Strategic Open Urban Land (SOUL). Further work on identifying a hierarchy of greenspace's will be undertaken when preparing the Greenspace Strategy SPD and future DPDs that address Development Management and Site Allocations. A full list of green infrastructure assets will be included within the Greenspace Strategy SPD.

2 The Future of Surrey's Landscape and Woodlands, 1997 - [www.surreycc.gov.uk](http://www.surreycc.gov.uk)

3 Thames Basin Heaths SPA: Interim Mitigation Strategy for Elmbridge (April 2007) - [www.elmbridge.gov.uk/planning/policy](http://www.elmbridge.gov.uk/planning/policy)

- Considering the re-designation of lower value amenity greenspace to park and garden where this helps to address a deficiency in provision;
- Developing access routes within and between the network, building from the Thames Path National Trail, that promote sustainable transport choices and healthy living, and seeking opportunities to link to, and extend, the existing rights of way network<sup>(4)</sup>.

### **Green Infrastructure Assets**

The following areas can form part of networks of Green Infrastructure:

- Parks and gardens - including urban parks, country parks and formal gardens;
- Natural and semi-natural urban greenspaces - including woodlands, urban forestry, scrub, grasslands (e.g. downlands, commons and meadows) wetlands, open and running water, wastelands and derelict open land and rock areas (e.g. cliffs, quarries and pits);
- Green corridors - including river and canal banks, cycleways, and rights of way;
- Outdoor sports facilities (with natural or artificial surfaces, either publicly or privately owned) - including tennis courts, bowling greens, sports pitches, golf courses, athletics tracks, school and other institutional playing fields, and other outdoor sports areas;
- Amenity greenspace (most commonly, but not exclusively, in housing areas) - including informal recreational spaces, greenspaces in and around housing, domestic gardens and village greens;
- Provision for children and teenagers - including play areas, skateboard parks, outdoor basketball hoops, and other more informal areas (e.g. 'hanging out' areas, teenage shelters);
- Allotments, community gardens and city (urban) farms;
- Cemeteries and churchyards
- Accessible countryside in urban fringe areas
- River and canal corridors
- Green roofs and walls

### **Key functions of green infrastructure**

- Conservation and enhancement of biodiversity, including the need to mitigate the potential impacts of new development.
- Creating a sense of place and opportunities for greater appreciation of valuable landscapes and cultural heritage.
- Increasing recreational opportunities, including access to and enjoyment of the countryside and supporting healthy living.
- Improved water resource and flood management and sustainable design.

- Making a positive contribution to combating climate change through adaptation and mitigation of impacts.
- Sustainable transport, education and crime reduction.
- Production of food, fibre and fuel.

**7.1** The significance of the green infrastructure network is reflected in the fact that it forms part of the Spatial Strategy (Policy CS1) for the Borough, providing a framework within which future development will take place. It is highly valued by local people and plays a key role in contributing to the Borough's landscape setting and local identity, whilst also providing habitats for wildlife, facilities for sport and recreation and land for agriculture and forestry.

**7.2** The network is made up of a diverse range of spaces and features comprising sites recognised as being of international, national or local significance for biodiversity (see CS15-Biodiversity) providing key habitats for wildlife<sup>(5)</sup>, areas of woodland, including ancient woodland, more formal open spaces that provide for a wide range of sport and recreation, agricultural land that plays a key role in maintaining areas of Green Belt and an abundance of trees and green space along roads and railways and within private gardens. Urban trees have an important role in sustainable communities, providing numerous aesthetic, social and health benefits and are a key feature in the Elmbridge landscape. Their importance, within urban 'green spaces' has been emphasised by a number of Government reports.<sup>(6)</sup> The Borough's rivers (see CS12-The River Thames corridor and its tributaries) act as spinal routes providing opportunities for linking with the rest of the network to form wildlife corridors and are a significant recreational and amenity asset. The Thames Path National Trail along with footpaths, rights of way, horse rides and cycleways provide important sustainable transport links within and between the network. The network defines the Borough's landscape character which is distinctive and highly valued. It contributes to local identity and sense of place, and includes the Thames Floodplain and River Thames; The Lower Mole and Lower Wey and associated lowlands, and, in the south and west, the more elevated Thames Basin Heathlands. Landscapes change over time and it will be important to protect and manage them, particularly in the face of climate change. The Borough's landscape also provides a setting for key strategic views and landmarks including:

#### Views

1. The River Thames meadowlands from St Mary's Church, Hampton.
2. The Surrey Hills from Hampton Court.
3. Talman vista from Hampton Court towards the former Surbiton Water Treatment Works
4. Broadwater farm and Thames floodplain from the terrace at Oatlands Park Hotel
5. The valley of the River Mole from The Ledges at Esher
6. Winey Hill from Telegraph Hill, Hinchley Wood
7. Dorking Gap from Oxshott Heath

<sup>5</sup> Biodiversity Action Plan priority habitats and species - Lowland Heath, Fens and Wet Woodland - [www.surreycc.gov.uk](http://www.surreycc.gov.uk)

<sup>6</sup> DEFRA- 'A Strategy for England's Trees, Woods and Forests', and Natural England / Forestry Commission's 'Delivery Plan 2008-2012 - England's Trees, Woods and Forests', DCLG- 'Tree in Towns II' - [www.defra.gov.uk](http://www.defra.gov.uk)

## Landmarks

1. St Mary's Church, Hampton
2. Garrick's Temple, Hampton
3. The Church of St Paul, East Molesey
4. Gothic Spire, Riverbank, East Molesey
5. Hampton Court Palace, Hampton Court
6. Engine House, Surbiton Waterworks, Long Ditton.
7. The Church of St. James, Weybridge
8. Duchess of York Column, Weybridge
9. Oatlands Park Hotel, Weybridge
10. The Warren, Sandown Park, Esher
11. Christ Church, Esher
12. Waynefleet Tower, Esher
13. The Church of St. Peter, Hersham
14. The Belverdere, Claremont Park, Esher
15. Claremont House, Claremont Park, Esher
16. Ruxley Tower, Claygate
17. Whiteley Statue, Whiteley Village
18. Painshill House, Cobham
19. The Gothic Tower, Painshill Park, Cobham
20. Chatley Semaphore Tower, Telegraph Hill, Cobham

**7.3** The network provides important social and cultural benefits which underpin community health and well being and contribute to the Borough's high quality of life. It provides an attractive environment for local businesses and future investment, as well as opportunities for adapting to and mitigating the effects of climate change. It also plays an important role in reducing recreational impacts on European sites within and adjoining the Borough.

**7.4** Local research <sup>(7)</sup> identifies different categories of open space and suggests that Elmbridge has a reasonable level of provision for most types of open space, sports and recreation facilities. However, there are some localised deficiencies in some types of open space and although these are to some extent compensated for by the presence of other types of open space, there is a need to protect the overall level of provision, to seek new provision in some areas and address quality and access issues. In addition, there is a need to consider some lower value sites for re-designation to other types of open space to help address deficiencies in an open space type; encourage and secure the dual use of school sports facilities; and develop a network of green corridors. The Council aims to give a high level of protection to the Borough's green infrastructure network. However, where proposals for development come forward, in accordance with national guidance the Council will consider any exceptional circumstances that may apply <sup>(8)</sup>. Due to their role in reducing recreational impacts on the Thames Basin Heaths SPA (See CS13-Thames Basin Heaths SPA), development will not be permitted on SANG.

7 Elmbridge Green Space, Sport and Recreation Study (2006) (PPG17 Assessment) - [www.elmbridge.gov.uk/planning/policy](http://www.elmbridge.gov.uk/planning/policy)  
8 PPG Note 17 Open Space, Sport and Recreation - [www.communities.gov.uk/planningandbuilding](http://www.communities.gov.uk/planningandbuilding)

**7.5** This policy will support national policy and guidance<sup>(9)</sup>, which aim to provide and manage a diverse network of open spaces for their biodiversity and wider quality of life benefits. The Greenspace Strategy SPD will set out details of the specific measures proposed for improving and extending the network as well as the identification of a hierarchy of greenspace.

**7.6** The policy will help to deliver the actions and aims set out in the Council's Sustainable Community Strategy (SCS2), Playing Pitch Strategy, Play Strategy 2007-10, Strategy for Sport and Healthy Lifestyles 2007-10, Countryside Strategy 2007-12 and in the Esher Commons SSSI Restoration and Management Plan (and any subsequent reviews).

## CS15 - Biodiversity

### CS15 - Biodiversity

The Council will seek to avoid loss and contribute to a net gain in biodiversity across the region and the objectives of the Surrey Biodiversity Action Plan (BAP)<sup>(10)</sup>, by:

1. Protecting and seeking to improve all sites designated for their biodiversity importance, as identified on the proposals map, in accordance with PPS9: Biodiversity and Geological Conservation and CS13-Thames Basin Heaths Special Protection Area (SPA), including those sites considered as being relevant to the integrity of the South West London Waterbodies SPA and Ramsar site. Criteria based policies against which proposals will be judged for any development on, or affecting, sites of regional or local significance will be brought forward through future DPDs that address Development Management and Site Allocations;
2. Support the implementation of the Regional Forestry and Woodland Framework by:
  - Protecting all woodland, including ancient woodland, as shown on the proposals map, from damaging development and land uses;
  - Promoting the effective management, and where appropriate, extension and creation of new woodland areas including, in association with areas of major development, where this helps to restore and enhance degraded landscapes, screen noise and pollution, provide recreational opportunities, helps mitigate climate change, and contributes to floodplain management;
  - Replacing woodland unavoidably lost through development with new woodland on at least the same scale;
  - Promoting and encouraging the economic use of woodlands and wood resources, including wood fuel as a renewable energy source;
  - Promoting the growth and procurement of sustainable timber products.

9 PPG Note 17: Open Space, Sport and Recreation; Planning Policy Statement 9: Biodiversity and Geological Conservation; NE176 - Natural England's Green Infrastructure Guidance - [www.naturalengland.org.uk](http://www.naturalengland.org.uk)  
10 Surrey Biodiversity Action Plan - [www.surreycc.gov.uk](http://www.surreycc.gov.uk)

3. Protecting and enhancing BAP<sup>(11)</sup> priority habitats and species and seeking to expand their coverage by supporting the development of the Biodiversity Opportunity Areas<sup>(12)(13)</sup>, as shown on the proposals map;
4. Managing and maintaining a mosaic of habitats and rich variety of wildlife across the Council's landholdings in accordance with the Elmbridge Countryside Strategy;
5. Working in partnership <sup>(14)</sup> to re-store and enhance:
  - the Thames Basin Heath SPA, in accordance with CS13-Thames Basin Heaths SPA, which is an area of strategic opportunity for biodiversity improvement.
  - Brooklands Community Park and Esher Commons Site of Special Scientific Interest (SSSI) in accordance with the Council's most up-to-date mitigation strategy for the Thames Basin Heath SPA and the Esher Commons SSSI Restoration and Management Plan.
6. Maximising the contribution of other green spaces and features <sup>(15)</sup>, where appropriate, to the area's biodiversity resources including identifying and developing wildlife corridors<sup>(16)</sup> to provide ecological 'stepping stones' and form a coherent local and regional biodiversity network in accordance with CS12-The River Thames and its tributaries and CS14-Green Infrastructure;
7. Directing development to previously developed land in accordance with CS1-Spatial Strategy, taking account of its existing biodiversity value.
8. Ensuring new development does not result in a net loss of biodiversity and where feasible contributes to a net gain through the incorporation of biodiversity features.

**7.7** Elmbridge possesses a wealth of sites containing important biodiversity resources including sites designated as SPAs, SSSIs, Sites of Nature Conservation Importance (SNCI), Local Nature Reserves (LNRs) and other supporting sites as well as significant areas of woodland, including ancient woodland, watercourses (see CS12-The River Thames corridor and its tributaries) and an abundance of trees and green space that represent an important wider framework for supporting local biodiversity. The challenge is to respond positively to the development needs of the area, while ensuring that the richness of its biodiversity assets are protected and enhanced and new opportunities for biodiversity creation are identified. Sites designated for their biodiversity include:

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11 BAP Priority Habitats including Lowland Heath, Fens and Wet Woodland  
 12 Biodiversity Opportunity Areas - including Esher and Oxshott Commons, Molesey and Hersham, The River Thames (towpath and islands), Wisley, Ockham and Walton Heaths, Ashstead and Epsom Woodland, Princes Coverts and Horton Country Park, Clandon to Bookham Parkland, and Thorpe and Shepperton.  
 13 Biodiversity Opportunity Area Statements (South East England Biodiversity Forum) - [www.sebiodiversity.org.uk](http://www.sebiodiversity.org.uk)  
 14 Thames Basin Heath Joint Strategic Partnership Board  
 15 Those sites and features not designated specifically for their biodiversity value  
 16 such as watercourses, hedgerows, woodlands, road and railway verges.

## International<sup>(17)</sup>

- Chatley Heath forms part of the wider Thames Basin Heaths SPA which is designated for its importance as a habitat for three rare species of ground nesting bird (see CS13-Thames Basin Heaths SPA)
- Knight and Bessborough Reservoirs form part of the South West London Waterbodies SPA and Ramsar site recognised for their importance in supporting wintering populations of Gadwall and Shoveler.

## National

- Esher Common SSSI - comprising parts of Esher Common, West End Common, Fairmile Common and Oxshott Heath
- Ockham and Wisley SSSI - situated mainly in Guildford Borough, with only a relatively small area in Elmbridge
- Knight and Bessborough Reservoirs SSSI, Hurst Road, Molesey

## Local

- Prince Coverts Complex SNCI
- Ditton Common Golf Course SNCI
- Littleworth Common SNCI
- Fairmile Common north of A3 SNCI
- Birch Wood & Limekiln Wood SNCI
- St George's Hill Golf Course SNCI
- Molesey Reservoir SNCI
- Desborough Island SNCI
- River Wey – Elmbridge SNCI (the entire stretch of the river in Elmbridge)
- River Thames SNCI (the entire stretch in Elmbridge)
- The Heath SNCI
- Whiteley Village SNCI
- Woodland Park SNCI
- Queen Elizabeth II Reservoir SNCI
- Island Barn Reservoir SNCI
- Field Common / Hersham Pits SNCI
- Old Common, Cobham SNCI
- Cobham Park SNCI
- Field West of Old Common SNCI
- Brooklands SNCI
- Molesley Heath LNR
- Claygate Common LNR
- Esher Common LNR
- West End Common LNR
- Stoke's Field LNR

17 Statutorily protected under European Directives 92/43/EEC on the conservation of natural habitats and wild fauna and flora (Habitat's Directive) and 2009/147/EC on the conservation of wild birds (codified version of 79/409/EEC as amended) (Bird's Directive)

**7.8** In addition, the Borough contains a number of Biodiversity Action Plan (BAP) Priority Habitats including Lowland Heath, Fens and Wet Woodland <sup>(18)</sup> as well as the areas designated as Biodiversity Opportunity Areas (BOA) <sup>(19)</sup>. There are also a number of sites which provide important supporting habitats for the South West London Waterbodies SPA and Ramsar Site including Queen Elizabeth II, Island Barn, Molesey East and West reservoirs and Hersham gravel pit.

**7.9** The Council's approach to protect and strengthen the Borough's biodiversity resources, whilst planning for spatial change, is to focus development on previously developed land within urban areas and to maximise the protection of biodiversity habitats. It will be important to work in partnership to protect and enhance these sites in order to ensure there is no net loss of biodiversity and work towards achieving a net gain in biodiversity and contribute to regional <sup>(20)</sup> and county <sup>(21)</sup> targets. In addition, the role of other greenspaces and features in providing a wider framework for supporting biodiversity will be recognised and enhanced. Steps will be taken to identify and develop wildlife corridors, such as watercourses, hedgerows, woodlands, road and railway verges, which provide essential links between habitats, strengthening the network and improving species resilience to climate change. The biodiversity value of previously developed land should also be recognised, protected and opportunities taken to enhance its value through new development. This multi-level strategy encompasses the enhancement of the biodiversity capacity of the Council's green infrastructure network (see Policy CS14-Green Infrastructure).

## CS16 - Social and Community Infrastructure

### CS16 - Social and Community Infrastructure

To ensure the provision of accessible and sustainable social and community infrastructure <sup>(22)</sup>, the Council will work with its partners in order to:

1. Promote the mixed use of social and community infrastructure;
2. Resist the loss of existing social and community facilities or sites, unless it can be demonstrated that:
  - the facility is no longer needed for its original purpose or viable for any other social or community use; or
  - an alternative facility will be provided in a location with an equal level of accessibility for the population it is intended to serve,
  - there is no requirement from any other public service provider for an alternative community or social facility that could be met through a change of use or redevelopment.

18 Surrey Biodiversity Action Plan - [www.surreycc.gov.uk](http://www.surreycc.gov.uk)

19 Biodiversity Opportunity Area Statements (South East England Biodiversity Forum) - [www.sebiodiversity.org.uk](http://www.sebiodiversity.org.uk)

20 Contained in the South East Biodiversity Strategy

21 Contained in the Surrey Biodiversity Action Plan - [www.surreycc.gov.uk](http://www.surreycc.gov.uk)

22 Social and Community infrastructure includes schools, higher education facilities, health centres, GP surgeries, dentists, child care premises, care homes, libraries, community halls, day centres, children centres, indoor and outdoor recreation and sports facilities, theatres, cinemas and museums, and any other facility owned by a publicly funded body to provide front line services.

3. Ensure that any provision of social infrastructure is accessible by public transport, cycling and walking.

4. The Council will work in partnership<sup>(23)</sup> with Surrey County Council and independent schools to develop an action plan to meet the level of need outlined in the Surrey Education Organisation Plan<sup>(24)</sup> and the Elmbridge Education Provision Assessment through:

- the encouragement of appropriate intensification of existing sites;
- the identification of appropriate sites for new facilities and consolidation of existing facilities within future DPD's that address Development Management and Site Allocations ; and
- securing financial contributions from new developments.

**7.10** It is essential that where development occurs, social and community infrastructure is provided to meet any extra demand. Over the past twenty years development, in particular new housing, in Elmbridge has largely taken place across the Borough on small sites. This has led to an incremental growth of population, which in some cases, has not been equalled by the same growth in community and social infrastructure. In addition to the extra demands that new development will bring, pressure on services is also arising from increasing birth rates, placing a significant pressure on schools. Across the Borough evidence<sup>(25)</sup> shows that 5 additional forms of entry may be required at secondary school level and 9 additional forms of entry at primary school level by 2019.

**7.11** A surplus of school sites in the past, has led to many sites being sold for alternative uses, primarily housing, which has led to a reduction in the supply of land and buildings available for education provision. The action plan will also take account of independent school provision in the Borough as they provide education to a substantial number of children in some parts of the Borough. Many of these schools also share their facilities with state schools and sports clubs in certain instances.

**7.12** In line with national<sup>(26)</sup> policy the Council will promote the most effective, and financially efficient, use of land and buildings which are currently or have previously been in community use, by promoting opportunities for shared facilities. The Council will aim to maintain the stock of land and buildings in public ownership unless there are no current or future demands across public services.

**7.13** To support the delivery of social and community infrastructure from which different services can be provided the Council will work in partnership through its Infrastructure Delivery Group as set out in CS28-Implementation and Delivery. Only through strong partnerships and a shared understanding of local needs and services will a more effective approach to social and community infrastructure provision be developed. To support this partnership approach CS28-Implementation and Delivery also outlines how the Council will secure financial contributions from developers that will contribute to the delivery of social and community infrastructure.

23 see CS28 Implementation and Delivery

24 Subsequently known as the Education Organisation Policies and Context document and Surrey School Organisation Plan

25 Education Organisation Plan 2010-2019 - [www.surreycc.gov.uk](http://www.surreycc.gov.uk)

26 PPS 1 Delivering Sustainable Development - [www.communities.gov.uk/planningandbuilding](http://www.communities.gov.uk/planningandbuilding)

## CS17 - Local Character, Density and Design

### CS17- Local Character, Density and Design

Elmbridge's unique environment is characterised by its green infrastructure, river corridors, historic assets and distinctive town and village settlements. The consideration of sustainable design should be considered as an integral part of the design process (see CS27-Sustainable Buildings) In order to provide a positive strategic design framework that protects and enhances that environment, the Council's forthcoming development management polices and the Design and Character SPD will take into account the following key principles.

#### Local Character

New development will be required to deliver high quality and inclusive sustainable design, which maximises the efficient use of urban land whilst responding to the positive features of individual locations, integrating sensitively with the locally distinctive townscape, landscape, and heritage assets, and protecting the amenities of those within the area.<sup>(27)</sup> Innovative contemporary design that embraces sustainability and improves local character will be supported (see CS1-Spatial Strategy). New development should enhance the public realm and street scene, providing a clear distinction between public and private spaces. Particular attention should be given to the design of development which could have an effect on heritage assets which include conservation areas, historic buildings, scheduled monuments, and the Borough's three historic parks and gardens.<sup>(28)</sup>

#### Development Density

In order to promote the best use of urban land, and to protect the Borough's green spaces, the Council will promote well designed, high quality and sustainable developments which will contribute to the achievement of an overall housing density target of 40 dwellings per hectare. Other than in the St George's Hill Estate, Burwood Park and the Crown Estate, Oxshott, a minimum density of 30dph will be required. Developments within town centres should exceed 40 dph. Specific criteria to promote higher densities within each of the town centres will be identified in the Design and Character SPD.

In exceptional circumstances, where overriding harm to the valued character of area would occur as a result of the application of the minimum density threshold, development at a lower density, which maximises the efficient use of land, may be acceptable.

#### Sustainable Design

The Council will support and promote exemplary design, which adopts innovative approaches to address climate change and minimise the Borough's carbon footprint and use of natural resources (see CS27-Sustainable Buildings). New development should be

27 New residential development should have regard to the Elmbridge residential design guide until such time that this is replaced by the Design and Character SPD  
28 Claremont, Painshill and Oatlands

appropriately landscaped, and where appropriate should incorporate biodiversity habitat, and enhance the Borough's green infrastructure network in accordance with policies CS14-Green Infrastructure and CS15-Biodiversity.

### **Inclusive Development**

New buildings should be physically integrated into the community through safe permeable access routes which minimise opportunities for crime <sup>(29)</sup>.

The Council will promote developments that create accessible, socially inclusive environments. New housing will be built to lifetime homes standards and in schemes including a mix of affordable and market homes, (see CS21-Affordable Housing), tenures will be integrated to ensure social cohesion. Mixed use development will be encouraged in suitable locations with high quality design creating a harmonious, complimentary, and vibrant environment, in which a range of uses can function and flourish.

**7.14** The policy sets out key principles to guide the form and design of all new development in the Borough. More detailed policy guidance will be contained in future DPDs that address Development Management and Site Allocations and in the Design and Character SPD, which will identify the specific character and identity of various areas across the Borough <sup>(30)</sup>.

**7.15** Elmbridge is characterised by modern and historic settlements with populations of 15,000 to 25,000 people, based on earlier village origins, and interspersed with attractive open spaces, river corridors and large areas of open countryside much of which lies within the Green Belt. It contains 24 designated Conservation Areas <sup>(31)</sup> 775 statutorily listed, and 315 locally listed buildings, 3 parks and gardens of Special Historic Interest and 6 Scheduled Ancient Monuments. Elmbridge is a leafy, pleasant place to live and many parts of the urban environment have local distinctiveness and character. Residents place a high value on this distinctiveness which can be attributed to the design and character of individual areas and the wealth of heritage assets.

**7.16** Much of the Borough is characterised by low-density developments, which are much valued by residents and make a major contribution to the character and identity of many sought after residential areas. However, replicating such development as new across the Borough, would not only mean that housing targets could not be met within the urban area, but it would result in people having to travel further distances to access facilities and services, contributing to the Borough's large carbon footprint as well as adding to traffic congestion and pollution.

**7.17** To address this situation and the significant development pressure to which the Borough is subject, the strategy, in line with national policy <sup>(32)</sup>, is to make efficient and effective use of previously developed land (also see CS2-Housing provision, location and distribution). However, increasing densities has to be treated sensitively in order that the character of the local area is not threatened through the introduction of inappropriate development. The Council places great importance on the protection of the environment and the identification of local character areas

29 Design and Character SPD will look at how development can be built in accordance with Secured by Design principles.

30 The Elmbridge Residential Design Guidance 2002 contains some initial evidence and analysis with respect to the design character of the Borough

31 Conservation Area Appraisals and Management Plans have been produced for some Conservation Areas <http://www.elmbridge.gov.uk/planning/heritage>.

32 PPS 1 Delivering Sustainable Development and PPS 3 Housing - [www.communities.gov.uk/planningandbuilding](http://www.communities.gov.uk/planningandbuilding)

will ensure the design and form of development respects that environment. The challenge is to preserve the distinctive positive qualities of the character of the Borough whilst making the best use of urban land in the most sustainable locations.

**7.18** There is also a need for design to respond to the impact of climate change and resource depletion. In accordance with national policy<sup>(33)</sup> all new development will need to address these challenges and meet the requirements of CS26-Flooding and CS27-Sustainable Buildings.

**7.19** Design principles that guide the form and function of development are set out in national<sup>(34)</sup> and county guidance<sup>(35)</sup>. Specific priorities for the Borough to meet the objectives set out in the Elmbridge Sustainable Community Strategy<sup>(36)</sup>, are the creation and maintenance of high quality street scene and the creation of safer communities through designing out crime. Major residential schemes will be assessed against the 'Building for Life' criteria and performance recorded in the Annual Monitoring Report.

## CS18 - Town Centre uses

### CS18- Town Centre Uses

Town and village centres will continue to serve a distinctive multi-functional role, in keeping with the hierarchy defined in Policy CS1-Spatial Strategy, responding to the variety of needs of local residents and businesses. All town centre uses<sup>(37)</sup> will be considered within the context of their contribution to the vitality and viability of the centre and their impact on and ability to serve local needs, as set out in the place policies relating to individual settlements.

1. In order to control an appropriate balance of uses within town and district centres:
  - A1 retail uses will be protected and concentrated within primary shopping frontages.
  - Secondary shopping frontages will offer greater opportunities for a diversity of town centre uses that offer a direct service to the public and require a street level presence, as long as the use does not have significant harmful effects on the frontage or town centre role.

Primary and secondary frontages are defined on the proposals map.

2. Higher density mixed-use schemes will be promoted in town and district centres where they are compatible with the local environment and function of the centre within the overall hierarchy. Residential or office development will be expected to be provided above ground floor level in order to provide a diversity of uses, and to make the best use of sites within

33 PPS 1 on supplement-Planning and Climate Change - [www.communities.gov.uk/planningandbuilding](http://www.communities.gov.uk/planningandbuilding)

34 By Design - Urban Design in the Planning System towards better practice (DETR & CABE 2000), 'By Design - better places to live' (DTLR 2001), Safer Places - The Planning System and Crime Prevention (ODP 2004), 'Planning and Access for Disabled People: A Good Practice Guide' (ODPM, 2003), 'Manual for Streets (Dft, 2007)

35 'Surrey Design Guide (2002) - [www.surreycc.gov.uk](http://www.surreycc.gov.uk)

36 Elmbridge Sustainable Community Strategy 2006-2015 - objectives SCS4 & SCS18 - [www.elmbridge.gov.uk/planning/policy](http://www.elmbridge.gov.uk/planning/policy)

37 With regards to economic development, the main uses to which town centre policies should apply are defined in paragraph 7 of PPS4-Planning for Sustainable Economic Growth.

sustainable locations. New uses should contribute to sustaining a high quality, inclusive and safe environment, in order to improve and/or enhance the quality of the area and the way it functions<sup>(38)</sup> both in terms of the daytime and nighttime economies.

3. Local centres will retain retail uses wherever viable, in order to provide an appropriate level of services to meet the needs of the local community. Changes of use to other town centre uses will be permitted, as long as the change is not considered harmful to the centre as a whole.

4. Town centre uses located outside of defined town and village centres will be protected where they meet the needs of the local population in conjunction with defined centres, and expanded where local deficiencies are identified.

**7.20** PPS4 promotes the vitality and viability of town and other centres as important places for communities. Elmbridge's town centre hierarchy, and the relative roles of each centre, are defined in CS1-Spatial Strategy. Whilst many people travel outside of the Borough to Kingston, Guildford, Woking and Central London for their main shopping needs, town and village centres in Elmbridge continue to provide the focal point for local retail, community, and employment uses.

**7.21** Whilst mixed use development has significantly improved the facilities and services available in Walton town centre, other centres have not been subject to any significant investment. Many people consider that the function of district and local centres is being eroded through the loss of shops and the growth in non retail uses. As such, it is considered that the designation of primary and secondary frontages will direct development to the most appropriate places within town centres whilst maintaining core shopping facilities.

**7.22** Elmbridge's town, district and village centres are home to a range of cultural and heritage assets, and these also contribute towards local residents desire to visit local centres. Protecting and enhancing these assets here will help to deliver sustainable patterns of development.

**7.23** Mixed-use, high density development within town centres assists the delivery of sustainable communities and makes the best use of urban land (see CS17-Local Character, Density and Design). Mixed-use developments may also be suitable in other locations across the Borough

**7.24** Local shopping facilities support people's need for day to day shopping and are essential for those who have limited access to larger centres.

## CS19 - Housing type and size

### CS19 - Housing type and size

1. The Council will seek to secure a range of housing types and sizes on developments across the Borough in order to create inclusive and sustainable communities reflecting the most up to date SHMA in terms of the size and type of dwellings.

38 Planning for town centres: Guidance on Design and Implementation tools (ODPM, 2005) - [www.communities.gov.uk/publications](http://www.communities.gov.uk/publications)

2. Future DPDs that address Development Management and Site Allocations will identify sites that can deliver a mix of housing types.

3. The Council will promote a mix of house types and sizes across the Borough and resist an over concentration of any one type of dwelling if this is considered to have the potential to adversely affect community cohesion.

4. The Council will ensure that an appropriate proportion of new housing will be wheelchair accessible, or easily adaptable for residents who are wheelchair users.

**7.25** National policy seeks to ensure that a mix of house types is achieved across the plan period to meet the needs of the community. <sup>(39)</sup>

**7.26** The recent supply of new homes within the Borough has predominately been in the form of 2-bedroom flats and 4 or more bedroom detached houses. There has been relatively little provision of new 1-bedroom flats and 3-bedroom market houses. <sup>(40)</sup>

**7.27** There is a need for 90% of all new housing development to deliver 1, 2 and 3-bedroom dwellings in equal proportions in private market housing sectors within the Borough. <sup>(41)</sup> As such, the Council will promote the provision of this size of dwelling when considering proposals for new development.

**7.28** The policy reinforces the importance of making sure that one type of dwelling does not dominate, helping deliver the Elmbridge Sustainable Community Strategy's aim of fostering inclusion (SCS27).

## CS20 - Older People

### CS20 - Older People

1. The Council will support the development of specialist accommodation for older people in suitable locations, to help deliver the targets set out in the Strategic Review of Housing Provision for Older People in Elmbridge (2009) and any subsequent review. This will be provided through a combination of new schemes and the remodelling of older, poorer quality sheltered housing which is no longer fit for purpose.

2. Existing specialist accommodation will be protected, unless it can be demonstrated that there is insufficient demand/need, or if the loss would result in an overall improvement of provision that is more responsive to the local needs of the whole community.

3. Accommodation should utilise creative design, be of high quality specification, incorporate generous space standards and a high proportion of two bedroom units (at least 50%) and have full wheelchair access. Bedsit accommodation will be discouraged.

39 PPS 3 Housing - [www.communities.gov.uk/planningandbuilding](http://www.communities.gov.uk/planningandbuilding)

40 Residential Monitor 2007-2008 - [www.elmbridge.gov.uk/documents](http://www.elmbridge.gov.uk/documents)

41 The East Surrey Strategic Housing Market Assessment 2007/08 - [www.elmbridge.gov.uk/planning/policy](http://www.elmbridge.gov.uk/planning/policy)

4. The Council will work with older people and transport providers to enhance access to key local services, adult education and lifelong learning, particularly volunteering opportunities and the Centres for Retired People.

5. The Council will, where possible, seek to develop and support the roles of Centres for Retired People, Whiteley Village and where feasible new schemes as community hubs for leisure, recreation and community activities for older people.

**7.29** National policy seeks to ensure that a mix of house types is achieved across the plan period to meet the needs of the community. <sup>(42)</sup>

**7.30** Elmbridge has a higher proportion of people aged 85+ than both Surrey and England, and by 2025 is projected to have a higher proportion of people aged 55+ than both Surrey and England. It will be important to ensure greater housing choice in terms of a range of higher quality specialist accommodation and smaller ordinary dwellings located in close proximity to public transport, amenities and services, in addition to providing a range of services to help people stay put in their own home. Offering attractive housing alternatives for older people will help to free up under-occupied family sized homes, support an improved quality of life and an opportunity to maintain an independent lifestyle.

**7.31** Evidence suggests there is an adequate supply of nursing home accommodation in the Borough which should be protected. It identifies a need for at least 200 units of private sheltered housing for sale over the next ten years and (subject to a further review) a further 150 units by 2025/26. It also identifies a need for a minimum of 250 units of extra-care housing over the next ten years and (subject to a further review), a further 150 units by 2025/26. <sup>(43)</sup> A higher quality product than currently exists would more appropriately meet local needs, to include creative design, quality specification, generous space standards, a high proportion of 2 bed units, and full wheelchair access. There is low demand for bedsit accommodation and as such this will be discouraged. This will be provided through a combination of new schemes and the remodelling of older, poorer quality sheltered housing, which no longer meet local needs. Further details will be provided in future DPDs that address Development Management and Site Allocations and Design and Character SPD. Policies CS17-Local Character, Density and Design, CS19-Housing Type and Size, and CS21-Affordable housing will combine with this policy to provide a comprehensive approach to meeting the needs of older people, through the provision of a range of accommodation, including specialist accommodation and smaller homes, both private and affordable, ensuring homes are flexible and adaptable, so that they provide better living environments for everyone, and improving access to a wide range of services which support independence.

**7.32** The policy will help to deliver the Elmbridge Sustainable Community Strategy's aim of promoting health and wellbeing (SCS11) by helping older people to remain independent in their own home.

42 PPS 3 Housing - [www.communities.gov.uk/planningandbuilding](http://www.communities.gov.uk/planningandbuilding)

43 Strategic Review of Housing for Older People in Elmbridge (2009) - [www.elmbridge.gov.uk/documents](http://www.elmbridge.gov.uk/documents)

## CS21 - Affordable housing

### CS21 - Affordable housing

The Council will aim to deliver at least 1150 affordable homes between 2011-2026.

In the event that overall housing targets are exceeded, the target for affordable housing delivery will rise proportionately.

The Council will require provision of affordable housing in accordance with the following, where viable:

- 40% of the gross number of dwellings on sites of 15 dwellings or more
- 30% of the gross number of dwellings on sites of 6 – 14 dwellings
- 20% of the gross number of dwellings on sites of 5 dwellings
- A financial contribution equivalent to the cost of 20% of the gross number of dwellings on sites of 1 – 4 dwellings.

Where exceptionally development is proposed on a greenfield site<sup>(44)</sup>, at least 50% of the gross number of dwellings should be affordable on any site of 15 dwellings or more.

A target of at least 50% will apply to public land, regardless of the number of dwellings proposed.<sup>(45)</sup>

On-site provision will be expected for sites of 5 or more dwellings. Only in exceptional circumstances will an alternative to on-site provision be appropriate.

The target tenure mix of affordable housing and housing types and sizes shall be in accordance with those identified in the most up to date SHMA or SPD.<sup>(46)</sup>

The Council intends to produce an Affordable Housing Supplementary Planning Document (SPD) for this policy. The information below provides guidance on policy implementation, until the SPD is adopted.

### Application of the policy

The policy will apply to the gross number of units proposed on all housing sites, mixed use sites that incorporate an element of residential development, sheltered and extra care schemes (falling within Use Class C3), where there is a net increase in the number of units on the site. Where sheltered schemes are required to make a contribution, due to a current oversupply of sheltered housing for rent, either a financial contribution or on-site shared ownership units will be required.

44 the reference to 'greenfield site' in this instance excludes residential garden land  
45 Public land means land owned by the Government eg. The Ministry of Defence, the County Council and the Local Authority.  
46 65% of future affordable provision needs to be 1 and 2 bedroom, principally flats and 35% 3 and 4 bedroom houses

The Council reserves the right to apply the policy using habitable rooms, where this helps to achieve a better mix of dwellings.

### **On-site or off-site provision**

On sites of 5 or more units the presumption will be for affordable housing to be provided on-site and only in exceptional circumstances will an alternative to on-site provision be accepted. In such situations the onus will be on the developer clearly to demonstrate that on-site provision would result in insurmountable management or other problems that would compromise viability.

In these instances, the first priority would be to seek provision on an alternative site within Elmbridge. Where this provision is agreed, sites should be in the same locality as the application site, and the arrangement will need to reflect the fact that the facilitating site will be developed for 100% market housing. The affordable housing target will be applied to the combination of both sites to ensure a pro-rata contribution since, in effect, two sites will be developed. In instances where a financial contribution is accepted in lieu of on-site provision this will be equivalent to the proportion that would have been sought on-site.

However, for reasons of viability and housing management, it is acknowledged that on-site provision of affordable homes on sites of 4 or less dwellings can be problematic. Therefore, equivalent off-site financial contributions will be sought on these sites and secured by way of a legal agreement i.e. Section 106 contribution. Contributions will be ring-fenced and used to provide affordable housing in partnership with RSL's and where possible in the same locality as the facilitating site.

Details of the formula for calculating financial contributions will be set out in the Developer Contributions SPD and in the mean time can be found in the Viability Study 2009.

### **Financial viability**

Developers and landowners are expected to consider the overall cost of development, including the required planning obligations and any abnormal costs, prior to negotiating the sale or purchase of land or the acquisition or sale of an option. The affordable housing should be provided through private subsidy, and where economically justified, a public subsidy.

In the exceptional circumstances where it is considered that the delivery of affordable housing in accordance with the policy is unviable, this must be demonstrated through the submission of a financial appraisal alongside a planning application. The Council's 'Validation Checklist' will be updated to reflect this as a local requirement for validating planning applications. The Council will also require the applicant to pay for an independent review of the information submitted. If the Council is satisfied that affordable housing cannot be provided in accordance with the policy, it will seek to negotiate alternative provision.

## Securing the provision of affordable housing

Where affordable housing is provided on any site, the Council will seek to ensure that provision is maintained in perpetuity, normally by means of a legal agreement i.e. Section 106 agreement, for the benefit of those groups requiring access to such housing.

## Monitoring and contingency

The Council's Annual Monitoring Report (AMR) will set out progress on the indicators and targets included in the Objective-led performance framework in Appendix 1. Due to the importance of housing and affordable housing delivery, in the event that monitoring indicates that targets are not being met as predicted, specific contingency plans have been included. (see CS29-Monitoring, paragraphs 8.11-8.13).

## Issues to be addressed in the Supplementary Planning Document

- Formulae for calculating financial contributions;
- Details of the size, type and tenure of affordable housing sought;
- Approach to rounding where partial units occur as a result of applying policy targets;
- Cascade mechanism, i.e. where viability is an issue, the negotiation process will be set out; for example, first seeking grant input, then altering the mix and then the amount.
- Costs of procuring affordable housing locally
- Design
- Definition of what is considered to be affordable in the local context i.e. in terms of rents, mortgages etc.
- Exceptional circumstances in which off site contributions may be considered and the process for considering these.
- Standard wording for S106 agreements.
- Funding affordable housing (including landowner/developer subsidy)

**7.33** House prices in Elmbridge are significantly above regional and national averages.<sup>(47)</sup> As a result, there is a high level of need for affordable housing<sup>(48)</sup> with affordability being an issue even for those on above average incomes. The issue is exacerbated by a lack of entry-level properties.

**7.34** Elmbridge has a shortfall of affordable housing of 698 units per annum. Whilst overall housing delivery has continued to exceed targets in Elmbridge, affordable housing delivery has remained proportionately low.<sup>(49)</sup> This is mainly due to the nature of the Borough's housing supply, with a large proportion delivered on sites below the current affordable housing threshold requirement of 15 units.<sup>(50)</sup> In addition, local research suggests that in order to respond to local needs, 65% of future affordable provision needs to be 1 and 2 bedroom, principally flats and 35% 3 and 4 bedroom houses.

47 East Surrey Strategic Housing Market Assessment 2008 - [www.elmbridge.gov.uk/documents](http://www.elmbridge.gov.uk/documents)

48 as defined by PPS 3 Housing - [www.communities.gov.uk/planningandbuilding](http://www.communities.gov.uk/planningandbuilding)

49 Annual Monitoring Reports 2006/07; 2007/08; 2008/09 - [www.elmbridge.gov.uk/planning/policy](http://www.elmbridge.gov.uk/planning/policy)

50 Between 2006-2010, 95% of completed sites were for 14 units or less

**7.35** The Council considers that the very high level of housing need relative to the overall housing supply justifies an approach that seeks to maximise the amount of affordable housing delivered. The target of 1,150 gross affordable homes is based on the number of affordable homes with planning permission at November 2010, planned Housing Association developments and the application of Policy CS21 to sites in the SHLAA.<sup>(51)</sup> The target excludes affordable housing delivered through the Government's 'Homebuy' scheme and accommodation specifically for older people at Whiteley Village. It takes account of viability <sup>(52)</sup>, an essential requirement of national policy <sup>(53)</sup>, to ensure that the targets set are realistic, deliverable and do not compromise delivery of the overall housing target.

**7.36** The policy requires all proposals where there is a net increase in dwellings to make a contribution to the provision of affordable housing with the thresholds and targets set informed by the level of need, local development characteristics and the economics of provision. Whilst there is a presumption for on-site provision for sites of 5 or more units, due to reasons of viability and housing management, it is considered appropriate to seek financial contributions from sites of 1 to 4 units. This is in accordance with national policy which allows for lower thresholds to be set and supports off-site contributions where local circumstances justify such an approach.

**7.37** The policy also makes it clear that affordable housing provision will need to reflect the housing mix, types and sizes identified in the most up to date SHMA or SPD taking account of local need. This SHMA will be updated on a five yearly basis. As need could change during the plan period, it is important that the approach remains flexible.

**7.38** The policy will help to deliver more affordable housing in accordance with the cross-cutting housing theme and fostering inclusion aims of the Elmbridge Sustainable Community Strategy (SCS27) and Elmbridge Housing and Homelessness Strategy.

## CS22 - Gypsies, Travellers, and Travelling Showpeople

### **CS22 - Gypsies, Travellers and Travelling Showpeople**

1. To meet the identified need for Gypsy, Traveller and Travelling Showpeople pitches within the Borough, as set out in the most up-to-date Gypsy and Traveller Accommodation Assessment, sufficient sites will be allocated within future DPDs that address site allocations. In allocating sites and for the purpose of considering planning applications relating to sites not identified in future DPDs that address site allocations, the following criteria will need to be satisfied:

- safe and convenient vehicular and pedestrian access to the site can be provided.
- there is easy and safe access to the strategic road network for Travelling Showpeople sites and the site does not generate traffic of an amount or type inappropriate for the roads in the area;
- the site is able to accommodate on site facilities for the parking and manoeuvring of vehicles (including exiting in forward gear) and storage, play and residential amenity space;

51 Elmbridge Strategic Housing Land Availability Assessment 2010 - [www.elmbridge.gov.uk/planning/policy](http://www.elmbridge.gov.uk/planning/policy)  
52 Viability Study 2009 - [www.elmbridge.gov.uk/planning/policy](http://www.elmbridge.gov.uk/planning/policy)  
53 PPS 3 Housing - [www.communities.gov.uk/planningandbuilding](http://www.communities.gov.uk/planningandbuilding)

- the site is located within a reasonable distance by foot and/or public transport of local facilities and services, including schools and health facilities; and
- the site is environmentally acceptable and compatible with neighbouring land uses.

2. A sequential approach which prioritises the use of previously developed land in sustainable locations within urban areas will be taken to identifying sites for Gypsies, Travellers and Travelling Showpeople (also see CS2-Housing provision, location and distribution). The Council will consider the development of sites for Gypsies, Travellers and Travelling Showpeople in the Green Belt in accordance with PPG2.

3. Existing authorised Gypsy, Traveller and Travelling Showpeople sites will be safeguarded, unless they are no longer required to meet identified need.

**7.39** Government guidance makes it clear that local authorities should consider the accommodation needs of the travelling community through the LDF process.

**7.40** Currently in Elmbridge there is one publicly owned site, at Woodstock Lane, Claygate, which has 16 pitches. There are also 5 private pitches in sites adjacent. There are a small number of other private authorised sites elsewhere in the Borough. In addition to this, there are 2 single Travelling Showpeople sites in Walton on Thames. There is 1 encampment, with a temporary permission for 5 years and a high percentage of Gypsies and Travellers in housing.<sup>(54)</sup>

**7.41** The North Surrey Gypsy and Traveller Accommodation Assessment (GTAA) 2006-2016 provides evidence that, by 2011, 11 Gypsy and Traveller pitches will be required to meet current need within the Borough. Since 2006, 4 pitches have been given a temporary permission for 5 years. There have been no other unauthorised encampments or planning applications for additional pitches during the last five years. The current requirement for 11 pitches will continue to be planned for until the next GTAA is produced to identify need up to 2026. Given that Travelling Showpeople in the Borough are seeking to release one of their sites for an alternative use, it is not considered necessary to plan for any additional Travelling Showpeople plots. This will be reassessed when producing the next GTAA.

**7.42** Criteria based policies in the Development Plan Document for the location of Gypsy, Traveller and Travelling Showpeople should not depart from PPG 2. This policy would allow for both planning applications to be considered and for site allocations to be assessed until the next GTAA is produced to identify need up to 2026.

**7.43** In order to deliver the vision and objectives featured in the Elmbridge Sustainable Community Strategy, this policy is aimed at promoting social inclusion and at ensuring that the sites are allocated in sustainable locations close to essential facilities. The aim is to improve the environment without isolating communities and clearly meets the overall core strategy's social and environmental objectives.

**7.44** Although it is recognised that Travelling Showpeople sites require greater storage and maintenance space for associated equipment, the same criteria will need to be met by both groups regarding accommodation provision.

## CS23 - Employment land provision

### CS23 - Employment land provision

To accommodate predicted and future economic growth, ensure sustainable employment development patterns and working practises, and promote the role of the Borough as a strong location for professional services and the knowledge economy the Council will:

1. Protect Strategic Employment Land, as identified on the proposals map, in order to make the most efficient use of land to support sustainable economic growth, and to satisfy the different location requirements of businesses that are not considered as main town centre uses (see CS18-Town Centre Uses). These uses must be suitable to the characteristics of the site and the surrounding area, and be in accordance with PPS4. Proposals for alternative uses will only be allowed where development does not result in an overall loss of employment provision and where a surplus of Strategic Employment Land is identified. The introduction of an alternative use should not detract from the integrity and function of the site for employment purposes.
2. Retain other employment sites for employment uses unless redevelopment for other purposes provide wider benefits to the community;
3. Encourage a greater diversity of use within its town centres. Offices will be directed to the most sustainable locations within or on the edge of town centres, or close to public transport. Mixed use development, that includes office use, will be promoted where this makes a positive contribution to the character of the town, and does not reduce the provision of retail floorspace (see CS18-Town Centre Uses)
4. Promote sustainable and flexible working practises through the provision of workspace as an integral part of residential development, where appropriate.
5. Encourage employment uses that are more reliant on convenient access to the strategic road network to locate within Strategic Employment Land away from residential areas with good access to the strategic road network.
6. Work in partnership with the Elmbridge Community Partnership and the business community to promote smart growth and ensure the necessary infrastructure, specifically communications technology, is provided to support business development.

**7.45** Elmbridge has a relatively strong local economy with some major companies located in the Borough. The economy is focused on service industries with a significant proportion of jobs in Elmbridge being in finance, banking and professional services but it also has a significant distribution sector. The number of jobs in the Borough has declined in recent years falling by 5% between 1998 and 2004. However, this has not had a significant impact on unemployment in the Borough which has remained significantly lower than the national average. This is in part due to the fact that many residents commute out of the Borough and a significant proportion of those working in the Borough live elsewhere.

**7.46** Ensuring the local economy remains strong with low unemployment is a key aim for the Council and its partners.<sup>(55)</sup> The Core Strategy will seek to support this aim through ensuring that there is sufficient supply of employment and to meet demand. However, the supply of new employment land within the Borough is limited, which has an impact on the level of employment growth that can be sustained. It is unlikely that significant areas of new land for employment development will come forward during the period of this strategy, although the Employment Land Review indicates that demand for employment floorspace is projected to grow.

**7.47** Therefore, any growth in employment related development to support national policy will need to be achieved through the intensification of use on Strategic Employment Land where there is inefficient use of that land and from mixed use developments within town centres in accordance with national guidance.<sup>(56)</sup> It is also important to protect employment land of strategic importance from reallocation during times of economic decline, as, once lost to other uses, it is unlikely to revert to business use, placing the Borough in a weaker position from which to support business growth when the economy recovers.

**7.48** Elmbridge has a low unemployment rate with a highly skilled population.<sup>(57)</sup> This level of education also shows in the type of jobs within which residents are employed, 60% work in higher and intermediate management positions and professional occupations, significantly higher than the national average of 43%.<sup>(58)</sup>

**7.49** However, many of the Borough's residents work elsewhere. Over 33,000 people work outside of the Borough, with most of them commuting into London. Alongside this high level of out-commuting, there are also significant levels of in-commuting from other areas of Surrey due to shortages of jobs in local labour markets – in particular lower paid jobs within the retail and service sectors.<sup>(59)</sup>

**7.50** Such significant movements of people in and out of the Borough have an impact on the long-term sustainability of the Borough's environment and communities. These movements place demand on local transport infrastructure, but also suggest that the housing market, and in particular affordable housing, is not providing sufficient units to support the local labour market. Increasing the provision of affordable housing<sup>(60)</sup> will, therefore, be a key element in the reduction of in-commuting by allowing more people to live and work in the Borough. Local transport policies<sup>(61)</sup> will also work towards supporting more sustainable travel patterns across the Borough.

**7.51** The Council has taken a sequential approach to B1 uses, as outlined in PPS4, that will require town centre and edge of centre locations to be unavailable before permitting less sustainable out of centre locations. However, growth in B8 uses, such as the locally important distribution sector, will be located closer to major arterial routes. This will ensure a more sustainable pattern of employment related development and reduce the negative impacts on local town centres and residential areas.

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55 Policy SCS12 Elmbridge Sustainable Community Strategy- [www.elmbridge.gov.uk/documents](http://www.elmbridge.gov.uk/documents)  
56 PPS4 Planning for Sustainable Economic Growth - [www.communities.gov.uk/planningandbuilding](http://www.communities.gov.uk/planningandbuilding)  
57 34% educated to degree level, compared to 22% for the South East and 20% for England Wales  
58 ONS Annual Population Survey 2007 -2008 - [www.statistics.gov.uk](http://www.statistics.gov.uk)  
59 Elmbridge Employment Land Review 2008 - [www.elmbridge.gov.uk/documents](http://www.elmbridge.gov.uk/documents)  
60 Policy CS21-Affordable Housing  
61 CS25-Travel and Accessibility

**7.52** The Council also recognises that there are considerable development pressures within Elmbridge from non-employment uses. Where employment land becomes surplus the Council will consider the potential for the provision of other uses. The Council will monitor economic trends and the changing need for land to support sustainable economic growth, and will review the allocation of sites as part of future DPDs that address Development Management and Site Allocations.

## CS24 - Hotels and Tourism

### CS24 - Hotels and Tourism

In order to support sustainable growth of tourism in the area and to ensure that it remains a strong element of the Borough's economy, the Council will:

1. Support existing hotels and the improvement of the quality of existing visitor attractions where this can secure their continued viability without compromising the amenities of local residents or the objectives of PPG2;
2. Promote all new hotel development on previously developed land within or adjacent to town and district centres or visitor attractions;
3. Require new hotels or visitor attractions to be accessible by public transport.

**7.53** The contribution of tourism to the UK economy is increasingly important, with over 30 million people visiting the UK each year and nearly 1.5 million people employed in tourism related activities.<sup>(62)</sup> London and South East England are the most visited areas in the UK.

**7.54** Elmbridge has a number of significant tourist attractions including the River Thames, Thames Path National Trail, Sandown Park Racecourse, Brooklands Museum, Mercedes-Benz World, Painshill Park and Claremont Landscape Gardens. Hampton Court Palace, Chessington World of Adventures, Thorpe Park and Wisley Gardens lie just outside the Borough boundary.

**7.55** Most of the Borough's attractions lie within the Green Belt or other protected areas. It is therefore important to balance the desire to secure improved visitor facilities with the need to protect and enhance the Green Belt and the Borough's natural and heritage assets.

**7.56** However, hotel accommodation has not kept pace with the growth in visitor attractions. This limits potential tourism growth which could provide employment opportunities and play a more significant role in the local economy. In North Surrey, research shows that hotel supply needs to expand to take advantage of increasing visitor numbers.<sup>(63)</sup>

**7.57** Elmbridge is therefore seeking to deliver an increase in bed spaces and increase the mix of hotels in accordance with SCS13 of the Elmbridge Sustainable Community Strategy.

62 ONS Annual Abstract of Statistics 2008 - [www.statistics.gov.uk](http://www.statistics.gov.uk)  
63 Surrey Hotel Futures - [acktourism@btinternet.com](mailto:acktourism@btinternet.com)

## CS25 - Travel and Accessibility

### CS25 - Travel and Accessibility

The Council will promote improvements to sustainable travel, and accessibility to services, through a variety of measures by;

1. Directing new development that generate a high number of trips to previously developed land in sustainable locations within the urban area. These include town centres and areas with good public transport accessibility as outlined in national policy.<sup>(64)</sup>
2. Applying maximum parking standards to all uses, including the consideration of zero parking for certain town centre developments.
3. Requiring a transport assessment and travel plan for all major <sup>(65)</sup> development proposals, in order to promote the delivery and use of sustainable transport.
4. Protecting existing footpaths, cycleways and bridleways; delivering new cycling and walking schemes; and supporting development that increases permeability and connectivity within and outside the urban area.
5. Improving transport infrastructure by;
  - Working in partnership with transport providers and Surrey County Council, as the Highway Authority, to support improvements to transport infrastructure.<sup>(66)</sup> Those relating to new development will be delivered through the collection of developer contributions subject to viability. The Council will support improvements to stations and station parking that facilitate increased public transport use.
  - Supporting the development of a regional transport network, schemes will be promoted that will help to deliver the objectives of the most recent Local Transport Plan.
6. Improving the environmental impact of transport

The Council will seek to mitigate the detrimental environmental effects caused by transport, particularly with regards to HGVs, through a variety of measures, which may include greening the roadside and parking environment, improving air quality, noise reduction measures and traffic calming. Support will be given to schemes that help to meet the commitments contained in the Elmbridge Air Quality Strategy.

**7.58** Elmbridge's location adjacent to London presents significant opportunities, which can also result in significant pressure on its transport network. Transport infrastructure is an important factor underpinning residents' access to employment, delivering homes where people want to live in, and reducing social exclusion. High car ownership, low unemployment, and consequently

64 PPG13:Transport - [www.communities.gov.uk/planningandbuilding](http://www.communities.gov.uk/planningandbuilding)

65 Travel Plan Good Practice Guide. For organisations submitting Planning Applications- [www.surrey.gov.uk](http://www.surrey.gov.uk)

66 Transport infrastructure includes rail, bus services, highways, road safety measures, cycle paths, footpaths and parking.

high economic activity rates mean there are many travel-to-work trips in the Borough. The most significant of these is to London, with a high proportion of trips to central London made by train.

**7.59** The Strategic Road Network in the Borough consists of the A3, which cuts through the centre of the Borough from London towards Guildford and Portsmouth, and the M25, which runs through the South of the Borough. The principle train lines operating in the Borough are the London Waterloo -Woking line (serving the North of the Borough) and the London Waterloo -Guildford line (serving the South). There are additional services to Hampton Court, and from Weybridge to Waterloo via Staines. These services are often frequent and fast to and from London, but many stations are located outside of towns, requiring an initial car journey to be made by many rail users.

**7.60** A significant constraint on the local road network is the River Thames, with only two crossings to the North in the form of Hampton Court Bridge and Walton Bridge. Walton Bridge is due to be replaced by 2014. This is a key objective of the Surrey Local Transport Plan. This constraint, combined with the high trip rates of residents create congested roads, particularly at peak times. Emissions from road vehicles are the principle source of pollution adversely affecting air quality in Elmbridge. It is likely that the Government's objective for Nitrogen Dioxide will be breached in some areas of the Borough and, as a consequence, these areas have been declared to be Air Quality Management Areas (AQMAs).

**7.61** Increasing the number of households in the Borough over the plan period will produce more trips to employment and local services. The Core Strategy will minimise the effect of these trips on the local transport network by encouraging new development within walking distance of existing services, and public transport nodes. This will ensure that new development is better integrated within the existing pedestrian network. Additionally new development should encourage cycle provision through encouraging additional cycle parking in new development and new cycle routes.

**7.62** Planning contributions will be sought from new development in accordance with circular 05/05, and used in partnership with Surrey County Council to produce improvements to the transport network and to manage the increasing demand for private car use. This will include environmental measures to mitigate the negative effects of traffic impact, particularly as the population increases. Infrastructure provision will be monitored through the Infrastructure Delivery Group and Infrastructure Schedule <sup>(67)</sup>.

**7.63** The Local Transport Plan (LTP) covering Elmbridge is the Surrey LTP. The Council will work with the Transport for Surrey Partnership Board to implement the LTP. The principle development affecting Elmbridge is the re provision of Walton Bridge. Specific initiatives for tackling congestion and increasing accessibility proposed by Surrey County Council include:

- Promotion of Travel Plans among larger employers, and a requirement for Travel Plans as a prerequisite for significant new development
- Schemes to link together Travel Plans, enabling organisations to collaborate in achieving greater reductions in single-occupancy car trips.
- Promotion of car sharing schemes.

- The Safer Routes to School scheme, delivering a wide variety of measures to improve children's ability to travel to school by means other than the private car;
- Promoting quality bus and rail partnerships;
- Investigating where community transport provision can compliment mainstream passenger transport to improve access for all residents.
- Active management of the road network by the Council's Network Management and Information Centre through tools such as CCTV and Variable Message Signs.
- Improving road safety and security
- Delivering improvements in cycle and pedestrian infrastructure.

## CS26 - Flooding

### CS26 - Flooding

In order to reduce the overall and local risk of flooding <sup>(68)</sup> in the Borough:

1. Development must be located, designed and laid out to ensure that it is safe; the risk from flooding is minimised whilst not increasing the risk of flooding elsewhere; and that residual risks are safely managed. Planning permission therefore will only be granted, or land allocated for development where it can be demonstrated that:

- Through a sequential test it is located in the lowest appropriate flood risk zone in accordance with PPS25<sup>(69)</sup> and the Elmbridge Strategic Flood Risk Assessment.
- It would not constrain the natural function of the flood plain, either by impeding flood flow or reducing storage capacity.
- Where sequential and exceptions tests have been undertaken, any development that takes place where there is a risk of flooding will need to ensure that flood mitigation measures are integrated into the design to minimise the risk to property and life should flooding occur.

2. Permitted development rights for development which could result in a loss of flood storage capacity or impede flood flow will be removed from new developments in flood zone 3, in order to ensure the risk of flooding is not increased through unregulated development.

3. In the event that development takes place in flood zones 2 or 3, the Council will require flood resistance and resilience measures in line with current Environment Agency advice<sup>(70)</sup>, and advice included within the Elmbridge SFRA.<sup>(71)</sup>

4. New developments will need to contain SuDS, in line with the Council's Climate Neutral Development Checklist.<sup>(72)</sup> All development within flood zones 2 and 3 will require surface water runoff to be controlled, as near to its source as possible, and at greenfield rates. Where SuDS have not been used in these areas the applicant should justify these reasons.

68 Includes both fluvial and surface water flooding

69 PPS 25 Development and Flood Risk - [www.communities.gov.uk/planningandbuilding](http://www.communities.gov.uk/planningandbuilding)

70 [www.environment-agency.gov.uk](http://www.environment-agency.gov.uk)

71 See Para 6.4.2 of the Strategic Flood Risk Assessment

72 The Elmbridge SFRA provides advice on the use of SuDS in new development. Further advice can be found in PPS25 Annex F. It is acknowledged that not all types of SuDS will be appropriate for every individual development site. However, a sustainable drainage approach should be possible on any site. [www.communities.gov.uk/planningandbuilding](http://www.communities.gov.uk/planningandbuilding)

5. For the classification of flood zones, the Council will take account of the recommendations of the most recent Strategic Flood Risk Assessment, and reclassify to take account of climate change and the protection of dry islands surrounded by high flood risk areas (see CS14-Green Infrastructure and CS15-Biodiversity).

6. The Council will support recommendations contained within the Lower Thames Strategy, provided that these do not result in an unacceptable impact on the local environment.

7. The Council will protect all undeveloped flood plains such as Desborough Island and Hurst Park, East Molesey, from non-flood compatible uses, and promote flood-compatible ones in accordance with PPS25.

**7.64** Elbridge is a Borough with a significant flood context, with the River Thames forming its Northern boundary, and the Rivers Wey, Mole and Rytte all running through it. There are also areas of the Borough at risk from surface water flooding. The Elbridge Strategic Flood Risk Assessment (SFRA) suggests that over 12,500 properties are at risk of flooding in the 100-year flood event, and the Council will consider the allocation of development in accordance with PPS25.

**7.65** Small flood events have occurred in the Borough 9 times in the last 100 years. The last major flood event was in 1968 and, as a response to this, comprehensive flood defence and alleviation works were carried out along the River Mole. This included river widening and the construction of raised flood defences. The pressure for future development within the Borough is considerable, and a sequential approach to new development will be applied when considering the allocation of sites for development to minimise the risk from flooding. Additionally, where development exists in areas of identified flood risk, redevelopments that reduce overall flood risk in the local area will be supported.

**7.66** The Environment Agency, through the Thames Catchment Flood Management Plan <sup>(73)</sup>, recommends that all development in flood zones 2 and 3 be resistant and resilient to flooding, and this process is supported.

**7.67** There are flood defences in place in the Lower Mole region protecting East Molesey, Hershaw, and West End, but a residual flood risk exists in the event of failure. The Council will continue to support the Environment Agency in maintaining and improving these defences, and supporting development that decreases the overall risk of flooding in these areas, provided that it is environmentally acceptable.

**7.68** Where development opportunities arise in the undeveloped floodplain, these should include scope for increasing the level of floodwater storage. The Council will continue to support the Lower Thames Strategy in this regard.

**7.69** There are small pockets of urban land that lie in flood zone 3. It is important that permitted development rights are restricted in these areas, in order to ensure that new development does not increase overall flood risk.

## CS27 - Sustainable Buildings

### CS27- Sustainable Buildings

To reduce the carbon foot print of new development the Council will expect, where viable both financially and technically, residential development of 10 or more dwellings to meet level four of the Code for Sustainable Homes in relation to the energy and CO<sub>2</sub> emissions category<sup>(74)</sup>, or higher as dictated by future legislation and guidance.

Higher standards will be encouraged where feasible.

The design of all new developments should facilitate the recycling and composting of waste.

All developments should consider the use of sustainable construction techniques that promote the reuse and recycling of building materials.

All applications for new development should include a completed copy of the Council's Climate Neutral Checklist.<sup>(75)</sup>

Large scale residential or commercial developments<sup>(76)</sup> identified in future DPDs that address development management and site allocations will be required to consider the use of community based systems for the provision of heat and power.

An Energy Assessment should be submitted with planning applications to demonstrate how these criteria will be met. In the event that these criteria are not met, robust evidence will need to be submitted to show why they are not technically or financially achievable having regard to the type of development involved and its design.

The Council will explore opportunities for decentralised and renewable or low-carbon energy sources.

**7.70** Figures show that the increase in CO<sub>2</sub> emissions in the South East have been mirrored in Elmbridge which has the third highest level of CO<sub>2</sub> emissions in Surrey with 41% of emissions coming from domestic properties. Elmbridge has the twelfth highest per capita residential emissions in England with each resident producing 2.92 tonnes of CO<sub>2</sub> annually.<sup>(77)</sup> Considering that the majority of new development in Elmbridge will be residential development, there is a clear need to improve energy efficiency and to encourage the use of renewable energy. Therefore in line with national guidance, the Council will look to reduce the carbon footprint of new development by ensuring that development is built to the standards set out in the Code for Sustainable Homes.

74 Equivalent to an on site reduction in total (regulated and unregulated) CO<sub>2</sub> emissions of at least 40% in comparison with total emissions from a building which complies with Building Regulations 2006  
75 Climate Neutral Checklist - [www.elmbridge.gov.uk/environment/climatetodo.htm](http://www.elmbridge.gov.uk/environment/climatetodo.htm)  
76 Residential development of 200 or more units and non residential units of greater than 10,000m<sup>2</sup>  
77 [www.defra.gov.uk](http://www.defra.gov.uk)

**7.71** However, whilst the cost of developing energy efficient properties is falling there are still concerns that imposing high standards on all development would affect the viability of many housing developments. Local research<sup>(78)</sup> shows that increasing the requirement for the use of renewable energy on larger developments will have a limited impact on viability and, therefore, the Council will expect larger developments to meet a higher standard as set out in the Code for Sustainable Homes.

**7.72** In meeting the levels in the Code for Sustainable Homes the Council will expect developers to focus on improving energy efficiency as a priority and then to look at the use of renewable energy and decentralised heat and power sources to achieve even further gains associated with level four. As renewable energy technology improves, and costs reduce, the Council will review this policy with a view to requiring developments to meet a higher standard.

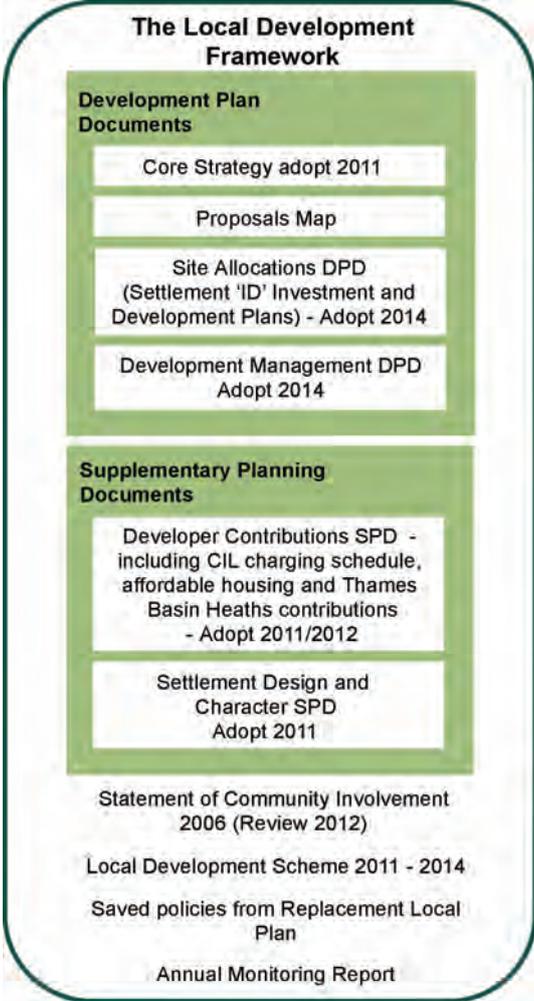
**7.73** As well as CO<sub>2</sub> emissions, the construction of new properties also creates significant amounts of waste. The Council will seek to minimise the amount of waste produced during construction by promoting sustainable construction methods ensuring that the principle of reduce, reuse, recycle is supported through the design of new buildings.

## 8 Implementation and Delivery

8.1 Government guidance<sup>(1)</sup> identifies deliverability as one of the key aspects of a sound Core Strategy. This includes making it clear how infrastructure that is needed to support the strategy will be provided and ensuring that partners who are essential to the delivery of the Core Strategy are signed up to it.

8.2 Alongside providing the delivery mechanisms, there is also a need to have a mechanism for monitoring performance, managing risks and deciding when and what contingency plans need to be put in place should plan policies fail to deliver against key objectives.

8.3 The Core Strategy forms the key stone of the Local Development Framework. However, in order to deliver the objectives, a number of other documents will be required to provide the necessary policy framework through which the Council can operate. The proposed policy framework that the Council will introduce is set out in the diagram below.



## CS28 - Implementation and Delivery

### CS28 - Implementation and Delivery

The Council will work in partnership with public sector providers, utility companies and developers to ensure that local communities are supported by the provision of high quality infrastructure that is commensurate with the scale of development and the needs of the different areas of the Borough. In order to achieve this the Council will:

- Continue to convene the local Infrastructure Delivery Group to monitor and co-ordinate infrastructure provision;
- Undertake an annual review of the Infrastructure Schedule<sup>(2)</sup> which will be reported to the Elmbridge Community Partnership; and
- Collect and use contributions from developers to support improvements in services and infrastructure that are required as a result of development.

The Council will review its Planning Obligations and Infrastructure SPD to ensure that contributions from new development are based on a co-ordinated and consistent approach in accordance with any relevant legislation. To ensure flexibility and a consistent approach with housing delivery, the SPD will set the level of infrastructure provision and developer contributions based on the Borough's housing land supply. The level of infrastructure and services will be kept under review taking account of changes in housing development to ensure that the delivery of new housing is co-ordinated with the provision of the necessary additional infrastructure.

In line with national guidance<sup>(3)</sup> the Council will use a tariff based approach to secure those infrastructure requirements that result from small scale development. Infrastructure funded in this way will include:

- Social and Community Infrastructure as defined in Policy CS16
- Green Infrastructure (including Thames Basin Heath) (Policies CS13 and CS14)
- Highways, transport and travel
- Flood Defence
- Crime and disorder
- Emergency Services
- Recycling

Where additional or more specific infrastructure is required for a development to occur the Council will secure these contributions on a site-by-site basis.

**8.4** Spatial planning goes beyond traditional land use planning to create sustainable communities by bringing together and integrating policies for the development and use of land with other policies and programmes that influence the nature of places and how they function. This includes addressing issues such as education, affordable housing, transport, health, climate change and social exclusion. As spatial planning is not limited to the things that are controlled

2 Infrastructure Delivery Strategy - [www.elmbridge.gov.uk/planning/policy](http://www.elmbridge.gov.uk/planning/policy).  
3 Circular 05/05

by the Council, working with partners and other agencies is an important aspect of the way in which the Council will deliver the Core Strategy. In particular national policy<sup>(4)</sup> outlines the need to work closely with existing partnerships such as the Local Strategic Partnership (LSP).

**8.5** The Council has developed an Infrastructure Delivery Group in partnership with the Elmbridge Community Partnership (ECP). The Group will be a formal part of the partnership and provide regular updates as well as present the annual review of the infrastructure schedule to the ECP board. The findings of the review will also be recorded as part of the Council's Annual Monitoring Report in order that appropriate action can be taken to ensure the timely delivery of infrastructure and services considered necessary to support new development.

**8.6** The Council has worked with partners throughout the preparation of the Core Strategy to identify the infrastructure required to facilitate the development set out in the Core Strategy. This includes where, when, who and by what means this is to be delivered to ensure that the spatial strategy is robust in terms of delivery. To manage this process a schedule of infrastructure requirements has been developed which can be monitored and updated on a regular basis. The Infrastructure Delivery Group will be developed and supported by the Council to oversee the monitoring of the schedule and to ensure that partners can work more effectively together. The group will also have an important role in delivering Policy CS16-Social and Community Infrastructure ensuring that land in public ownership is used in the most effective way.

**8.7** There are often a number of funding streams that deliver improvements in local infrastructure and services. There is likely to be a mix of funding arrangements for any single project including local authority funding, central government, regional funding, receipts from the sale of capital assets as well as contributions from developers.

**8.8** Whilst the Council has direct control over a relatively small amount of this funding it will work with partners to support the co-ordination of those projects required to deliver the objectives of the Core Strategy in a way that makes the best use of funding spent locally. Mixed use community facilities will be supported to make best use of public sector funding as well as development land which is in short supply in the Borough (see CS16-Social and Community Infrastructure).

**8.9** In 2008 the Council adopted its Planning Obligations and Infrastructure SPD<sup>(5)</sup> that introduced a formula based approach to infrastructure contributions that ensures both small and large developments contribute to the cost of developing local infrastructure. This allows developers to predict as accurately as possible the contribution they will be asked to make and therefore anticipate the financial implications of a development. This SPD will be reviewed following the adoption of the Core Strategy to form a more comprehensive document that address all matters in relation to planning obligations including affordable housing, taking account of any new planning legislation that relates to the collection of developer contributions. The SPD will set out infrastructure requirements based on the level of development outlined in the SHLAA. Regular reviews of the SPD and the SHLAA will ensure that infrastructure provision keeps pace with housing delivery.

4 PPS 12 Local Spatial Planning - [www.communities.gov.uk/planningandbuilding](http://www.communities.gov.uk/planningandbuilding)

5 Planning Obligations and Infrastructure SPD - [www.elmbridge.gov.uk/planning/policy](http://www.elmbridge.gov.uk/planning/policy)

## CS29 - Monitoring

### CS29 - Monitoring

The Council will monitor and review the effectiveness of the Core Strategy in achieving objectives and targets set out at local, county and national level. In order to monitor performance of key indicators within a wider context, the Council will liaise with adjoining boroughs and work with other East Surrey local authorities with a view to promoting collaborative working and delivering a collective response where appropriate. Elmbridge's Annual Monitoring Report (AMR) will set out progress on all indicators and targets included in the Objective led performance framework (Appendix 1), including those relevant indicators and targets set out in the Sustainable Community Strategy and Sustainability Appraisal. The Council will also update the Strategic Housing Land Availability Assessment and the Infrastructure Schedule annually, and incorporate the findings into the AMR in order to provide a comprehensive assessment of the delivery of development and infrastructure. This will provide a robust mechanism for assessing the need to action contingency measures.

**8.10** Ongoing plan monitoring and review are essential to delivering the objectives of the Core Strategy and achieving the Council's Vision. PPS12 requires that Core Strategies must set out clear arrangements for monitoring the effectiveness of policies in meeting plan objectives; identifying the needs, opportunities and constraints affecting the area; and for reporting results to the public and other key stakeholders. Delivery strategies should contain clear targets or measurable outcomes to assist this process. The principle reporting mechanism should be through the statutory AMR.<sup>(6)</sup> In order to take a co-ordinated approach to delivery the monitoring of the Core Strategy will also take into account other local performance frameworks such as those supporting the delivery of the Elmbridge Sustainable Community Strategy and the Sustainability Appraisal.

### Contingency Planning

**8.11** The performance framework will highlight the areas where the objectives set out in the Core Strategy are not being met as predicted. There are key issues within the Core Strategy that are of significant importance which include;

- Housing delivery and supply
- Provision of affordable housing
- Provision of infrastructure and services that support new development.

### Housing delivery contingency plan

**8.12** In the event that housing is not delivered as planned, the Council will implement contingency measures that address the following scenarios;

6 Town and County Planning (Local Development Regulations) 2004 - [www.legislation.gov.uk/uksi/2004/2204/contents/made](http://www.legislation.gov.uk/uksi/2004/2204/contents/made)

1. Where there is a need to increase the overall delivery of housing as well as delivery of affordable housing;
2. Where overall housing targets are being met or exceeded, yet affordable housing delivery is not being met.

**8.13** In addressing scenario 1 the contingency measures listed below will be triggered in the event that:

- Housing delivery has failed to achieve the levels of housing expected by more than 20% at the end of any rolling 3 year period;
- At the same point in time, the projected 5 year supply does not indicate that the shortfall will be compensated for by higher delivery in future years.

**8.14** If the overall figure is not met, the Council will implement one or more of the following measures in order to increase the delivery of housing, as detailed below:

1. Review the DPDs that will address development management and site allocations to bring forward additional sites for housing in locations consistent with the overarching spatial strategy.
2. In the event that there is still a shortfall in housing delivery, the Council will update its employment land review with the aim of; releasing land which is surplus to requirements and; identifying opportunities for rationalisation and intensification of employment uses in order to retain the integrity and necessary capacity of the employment site, whilst offering opportunities for housing development in appropriate locations.
3. Use its planning powers, including compulsory purchase powers, should they be needed, to ensure allocated land is brought forward for development.

**8.15** The delivery of affordable housing is closely linked to overall housing delivery and therefore the above contingency measures are equally as relevant to the delivery of affordable housing as they are to overall housing delivery.

**8.16** However, in addition to the above contingency measures, the Council will also adopt the measures set out below in order to ensure that affordable housing is delivered as anticipated. These measures will also be adopted in the event that overall housing delivery is being met yet affordable housing is not.

1. Reconsider the scope of planning obligations required from new developments, with a view to prioritising funds in order that affordable housing is considered as a first priority (with the exception of where a contribution is required to mitigate the effects of the development on Thames Basin Heaths).
2. Review the use of the Council's enabling fund in order to facilitate an increase in the delivery of affordable housing.
3. Consider the potential to increase the delivery of affordable housing on Council owned sites.
4. Reconsider the potential for achieving a higher proportion of affordable housing on an individual basis on allocated sites.
5. Examine the opportunities available through new Government initiatives to support the development of new affordable housing.

**8.17** In the event that the contingency measures set out above fail to address the shortfall in the delivery of either overall housing, or affordable housing, the Council will establish the reason for under delivery, which may include a change in market conditions, and will reassess the level of housing to be provided. This may result in a partial review of the Core Strategy. Infrastructure provision will also be adjusted to take account of any changes to the level and location of expected housing developments.

**Provision of infrastructure and services**

**8.18** In the event that a shortfall in community and social infrastructure is identified, and the additional facilities necessary to support new development cannot be accommodated in the most sustainable locations on previously developed land within the urban area, (including the extension / intensification / dual use of existing buildings and sites), the Council will work in partnership with community infrastructure providers in order to ensure that any land requirements necessary to support their delivery are secured and allocated within future DPDs that address Development Management and Site Allocations. Sites will need to be identified sequentially through;

1. Considering the use of other previously developed sites within the urban area which are less sustainable, but can be made more accessible to the community for which they are intended to serve, through the adoption of travel plans which include measures to provide convenient and attractive routes/ services for walking, cycling, and the use of public transport.
2. Very exceptionally, limited development of open space within the urban area may be acceptable if the Council considers that the benefits delivered to the community by the proposal, outweigh the loss of open space, and that compensatory qualitative improvements to open spaces, sports and recreational facilities are secured and the highest amount of public access achieved. Any proposal will be assessed against PPG17-Planning for open space, sport and recreation.

**8.19** Development within the Green Belt will not accord with the Core Strategy and will therefore not form a part of the sequential approach for suitable sites for the provision of community infrastructure to be identified in future DPDs that address Development Management and Site Allocations DPD.

**8.20** Given the need for the Borough to offset its carbon footprint, the Council will encourage all development proposed on open space to be zero carbon. Sites designated for their nature conservation and biodiversity value will not be considered appropriate for development<sup>(7)</sup>

**National Planning Policy**

**8.21** National planning policy<sup>(8)</sup> acknowledges that, in exceptional circumstances, there may be limited instances where there is a particular justification to allow development. This has been acknowledged in policies CS14 Green Infrastructure, and CS21 Affordable Housing.

7 The Borough's open spaces, and their roles within the overall network are identified in the Council's PPG17 Assessment. The Proposals Map takes priority in the event of any discrepancies.  
8 PPG 2 Green Belt, PPG 17 Open Space, Sport and Recreation

# Appendix 1: Objective Led Performance Framework

## Appendix 1: Objective Led Performance Framework

Vision, paragraph 4.1: Future development and investment will be delivered and promoted in a way which maximises benefits for local people, the environment and the economy, and which celebrates the rich local distinctiveness of our towns, villages and open spaces.

Objective/s	Key delivery Policies	Delivery Partners	Indicators	Reporting	Targets
1 - To retain the high quality of life experienced by most Borough residents and share the benefits across all sections of the community	All policies	ECP	NI 5 Overall satisfaction with local area.	SCS	Increase on baseline of 85.5%

Vision, paragraph 4.2: Elmbridge will be an exemplar in the prudent management of sustainable growth. New development and infrastructure will be accommodated in a way that not only respects the rich diversity and high quality environments that contribute to the unique character of the Borough, but that also capitalises on new opportunities for environmental enhancements, providing appropriate mitigation where necessary. Good quality design will be key to the successful development of new buildings and neighbourhoods. Each area will benefit from bespoke solutions, which respect and enhance their local character and distinctiveness.

Objective/s	Key delivery Policies	Delivery Partners	Indicators	Reporting	Targets
3 - To deliver high quality buildings and neighbourhoods that enhance character, improve people's sense of safety and security and promote healthier lifestyles.	All area policies	SCC, Surrey Police, Leisure Services	NI 119 Self reported measure of people's overall health and well being	SCS	Improvement in self reported measure of health and well being
	CS14 CS15				NI 8 Adult participation in sport

Objective/s	Key delivery Policies	Delivery Partners	Indicators	Reporting	Targets
			Percentage of residents surveyed who say they feel safe in the Borough	SCS	85% of residents feel safe in the Borough

**Vision, paragraph 4.3: New methods of construction, greater energy efficiency and more sustainable patterns of development will combine with behavioural change in order that the Borough's ecological footprint reduces over time. There will be a significant reduction in the energy we use at home, at work and when we need to travel.**

Objective/s	Key delivery Policies	Delivery Partners	Indicators	Reporting	Targets
5 - To promote sustainable lifestyles and reduce the Borough's ecological footprint through minimising and reducing the need to travel, minimising the use of natural resources and maximising the use of renewable energy	CS2	Developers, SCC, ECP	Renewable energy generation (Core Output Indicator - E3)	AMR	Increase the use of renewable energy in new developments.
	CS25		NI192 Percentage of household waste sent for reuse, recycling or composting	SCS	Support an increase in recycling, reuse and composting.
	CS27		NI186 Per capita reduction in CO2 emissions in the Borough	SCS	Reduce per capita emissions by: <ul style="list-style-type: none"> <li>10% by 2011</li> </ul>
			Number of homes built to 'Code for Sustainable Homes – 3 star'	AMR	All new homes in developments of less than 10 dwellings built to 3 star rating in Code for Sustainable Homes
			Number of homes built to 'Code for Sustainable Homes – 4 star' or higher.	AMR	All new homes in developments of 10 or more dwellings built to 4 star rating in Code for Sustainable Homes

Vision, paragraph 4.4: New development will be prioritised in the most accessible locations and will be supported by good quality local infrastructure. Measures will be put in place that could reduce the need to travel and offer attractive alternatives to driving. The accessibility of stations at Walton, Weybridge, Cobham and Esher will be improved. Areas with high levels of air pollution will be reduced to an acceptable level.

Objective/s	Key delivery Policies	Delivery Partners	Indicators	Reporting	Targets
4 - To reduce people's reliance on driving, by directing new development to sustainable locations, promoting attractive and convenient alternatives to using the private car and, in doing so, reducing congestion and pollution caused by traffic	CS16	SCC, South West Trains, Network Rail, Highways Agency	Congestion levels	Surrey CC Transport Assessment	Reduce congestion levels
	CS18		Pollution levels in AQMAs	Air Quality Strategy	Reduce level of pollution recorded in AQMA
	CS23		Number of travels plans submitted	SCS	All appropriate development submit a travel plan
	CS24		Length of cycleways implemented	LTP	Increase the amount of cycleways provided in the Borough
	CS25		Length of new footways implemented	AMR	Increase
			Number of train stations improved	Infrastructure Schedule	Completion of improvements scheduled by National Rail by 2014
	Number of bus services improved	LTP	Increase in provision across the Borough		

**Vision, paragraph 4.5: The Borough's historic and cultural assets, together with its high quality green and blue infrastructure, will be managed and enhanced in order to maintain a high quality environment, increase biodiversity, and respect local character and distinctiveness. The Green Belt will continue to be preserved and enhanced.**

Objective/s	Key delivery Policies	Delivery Partners	Indicators	Reporting	Targets
6 - To continue to protect the Green Belt, in order to prevent the coalescence of the Borough's towns and villages and retain the distinctiveness of our local communities	CS1	Landowners, developers	Percentage of development built within the urban areas	AMR	100% of development within urban areas
	CS2 CS18		Percentage of the Borough that is Green Belt	AMR	No reduction in the Green Belt
2 - To protect the unique character of the Borough, and to enhance the high quality of the built, historic and natural environment.	CS2	Developers, Conservation Area Advisory Committees Natural England	Number of environmental improvement schemes	AMR	Improve the quality of open spaces
	CS13		Amount of open space accessible to the public	AMR	Improvement of quality of open space accessible to the public
	CS14		Number of areas of Nature Conservation Interest threatened by impact of new development	AMR	zero
	CS17		Number of listed buildings on the "Buildings at Risk" Register	AMR	Reduce the number of buildings at the highest risk levels
			Number of agreed prioritised up to date Conservation Area Appraisals	AMR	Implement agreed rolling programme

Objective/s	Key delivery Policies	Delivery Partners	Indicators	Reporting	Targets
8 - To enhance the distinctiveness and diversity of the landscapes within the Green Belt, and to promote improvements to our network of strategic and local open land and green corridors, balancing the desire to increase access to the open countryside with the need to protect and enhance biodiversity interests	CS1	Surrey Wildlife Trust, Natural England, Thames Basin Heath Joint Strategic Partnership Board (JSPB), Surrey Biodiversity Partnership, Green Arc, Surrey Access Forum, Lower Mole Countryside Management Project, Oxshott Heath Conservators, Forestry Commission, SE GI	The efficacy of SANGS as set out in the TBH SPA Delivery Framework	AMR	To be developed through JSPB
	CS13		Amount of planning contributions spent on Green Infrastructure	AMR	target to be agreed
	CS14		Status of Annex 1 bird species of TBH SPA	AMR	To be confirmed
	CS15		Condition of SSSIs	AMR	All SSSIs in favourable condition
			Enhancement and creation of Surrey BAP habitat	AMR	BAP delivered
7 - To take part in a co-ordinated approach to the management of the Borough's waterways in a way that protects and enhances their distinct role and character and that minimises their potential to flood	Area policies CS12 CS14 CS26	Environment Agency, Borough's Thames Landscape Strategy	Number of environmental management and improvement schemes delivered along the Borough's riparian landscape and waterways	AMR	Improve quality of the riparian landscape and waterways

Vision, paragraph 4.6: The River Thames will be protected through a coordinated policy framework which enhances its landscape and heritage assets and protects its multi functional role for tourism, recreation and nature conservation. The role of the River Wey Navigation, the River Mole, River Ember and the River Rythe as nature conservation and recreational assets will be protected and enhanced. A variety of flood management measures will be implemented, safeguarding space for water, in order to protect lives and buildings.

Objectives/s	Key delivery Policies	Delivery Partners	Indicators	Reporting	Targets
7 - To take part in a co-ordinated approach to the management of the Borough's waterways in a way that protects and enhances their distinct role and character and that minimises their potential to flood	Area policies	Environment Agency, Borough's involved in the Thames Landscape Strategy	CO1 E1. Number of planning permissions granted contrary to Environment Agency advice on flooding and water quality grounds	AMR	Zero
	CS12		Percentage of all developments including SUDs	AMR	Increase in developments using SUDs
	CS26		Amount of flood storage area within the Borough	AMR	Maintain existing amount of flood storage areas
			NI189 - Flood and Coastal erosion risk management	AMR	to be confirmed
			Number of environmental management and improvement schemes delivered along the Borough's riparian landscape and waterways	AMR	Improve quality of the riparian landscape and waterways

**Vision, paragraph 4.7: Measures will be taken which increase the role of the Borough's commons, historic parkland and open spaces for recreational space as well as their wider contribution to people's overall health, well being and quality of life. Opportunities will also be taken to improve the quality and accessibility of these and other open spaces, including an improved network of green corridors. Increased tree canopy cover in the urban areas will mitigate against rising temperatures from climate change.**

Objectives	Key delivery Policies	Delivery Partners	Indicators	Reporting	Targets
8 - To enhance the distinctiveness and diversity of the landscapes within the Green Belt, and to promote improvements to our network of strategic and local open land and green corridors, balancing the desire to increase access to the open countryside with the need to protect and enhance biodiversity interests	CS1	Surrey Wildlife Trust, Natural England, Thames Basin Heath Joint Strategic Partnership Board (JSPB), Surrey Biodiversity Partnership, Green Arc, Surrey Access Forum, Lower Mole Countryside Management Project, Oxshott Heath Conservators, Forestry Commission, South East Green Infrastructure Partnership, South East Biodiversity Forum	Number, area and condition of regionally or locally designated wildlife sites	AMR	To maintain and enhance existing sites
	CS13		Amount of planning contributions spent on Green Infrastructure	AMR	target to be agreed
	CS14		Tree strategy is in place to deliver relevant targets in accordance with national guidance	AMR	By end of 2011
	CS15				

Vision, paragraph 4.8: The Borough's wealth of natural and historic assets will be managed in a way that enhances their contribution to tourism. The River Thames, Brooklands Museum, Claremont Landscape Gardens, Pains Hill Park, Sandown Park Racecourse and Mercedes Benz World will be supported in a way that brings economic and environmental benefits whilst protecting the amenities of local residents. Additional visitor accommodation will support the major tourist attractions within and adjoining the Borough.

Objective/s	Key delivery Policies	Delivery Partners	Indicators	Reporting	Targets
16 - To continue to support the Borough's variety of tourist attractions whilst protecting the amenities of those who live close by and provide an adequate supply of visitor accommodation in appropriate and sustainable locations.	CS14	Elmbridge Business Network, Developers	NI152 Working age people on out of work benefits	SCS	Target to be agreed by ECP
	CS25		Amount of tourism related employment	SCS	to be confirmed
			Number of new bed spaces provided	AMR	Increase number of bed spaces
			Number of tourist attractions improved	AMR	Increase in improvements to tourist attractions

Vision, paragraph 4.9: New residential units will be built to meet the local housing requirement of 3,375 units between 2011 and 2026, implementing appropriate contingency measures if these are deemed to be necessary to ensure delivery. These will be provided within the urban area, primarily in the most sustainable areas of Walton and Weybridge. Cobham, Esher, Hersham and the smaller towns and suburbs in the North East of the Borough will also play an important role in meeting housing requirements, which will be supported by high quality infrastructure. The villages and more rural areas of Claygate, Oxshott and Stoke D’Abernon, will provide for a limited quantum of development that helps to deliver healthy mixed communities within a high quality environment. Lying in the heart of the Green Belt, Downside, the smallest village in Elmbridge, will experience little change.

Objective/s	Key delivery Policies	Delivery Partners	Indicators	Reporting	Targets
9 - To provide sufficient housing to meet the local requirement for 3,375 units in the most sustainable locations	CS2	Developers, Landowners, SCC	NI154 Net additional homes delivered	AMR	3375 new dwellings built between 2011 and 2026
	CS18		Amount of development land available in the next five years	AMR	target tbc
	CS23		Densities of completed developments	AMR	Development is delivered in line with settlement hierarchy

Vision, paragraph 4.10: New residential development will respond to local housing needs in terms of mix, size and tenure. Higher density, well designed and innovative residential development will make a positive contribution to the character of local areas and make the most efficient use of urban land. All residential developments will make some contribution to the provision of affordable housing across the Borough. The needs of our ageing population will be met through the provision of lifetime homes and specialist accommodation. Whiteley Village will continue to provide a unique community for elderly people. New development and investment will deliver benefits across the Borough, including the less affluent residential areas in Walton North, Ambleside, Molesey South, Lower Green Esher and Cobham Fairmile. Pitch requirements for Gypsies, Travellers and Travelling Showpeople will be met in appropriate locations.

Objective/s	Key delivery Policies	Delivery Partners	Indicators	Reporting	Targets
10 - To address inequalities, promote better integration and increase opportunities for people who live in less affluent areas of the Borough	CS16	One Elmbridge Partnership, ECP, RSLs, SCC	Extra care completions by tenure and size.	AMR	Increase provision by a minimum of 250 units over the next 10 years (and subject to review after 10 years by a further 150 units by 2025/26)
	CS21		Private sheltered completions by size	AMR	Increase provision by 200 units over the next 10 years (and subject to review by a further 150 by 2025/26)
	CS22		Number of Elmbridge Super Output areas in the bottom quartile for Surrey for Indices of Multiple Deprivation – all domains	SCS	Target to be confirmed by ECP Board.
11 - To supply homes and land that address local housing needs in terms of mix, size, design and tenure.	CS19 CS21	Developers, RSLs	Percentage of affordable homes completed	AMR	Each site to meet target percentage for affordable homes
			N14 Percentage of people who feel they can influence decisions in their locality	SCS	Increase baseline of 29.5%
			Proportion of new dwellings that are 1, 2 and 3 bedrooms	AMR	In accordance with the most up-to-date SHMA or SPD. Currently: Affordable housing - 65% 1 and 2 bedrooms, 35% 3 and 4 bedrooms.

Objective/s	Key delivery Policies	Delivery Partners	Indicators	Reporting	Targets
					Market housing – 30% 1 bedroom, 30% 2 bedroom, 30% 3 bedroom, 10% 4 or more bedrooms.
			Number of affordable homes provided	AMR	1,150 new affordable homes built between 2011 and 2026.
			Tenure mix of affordable housing provided	AMR	In accordance with the most up-to-date SHMA or SPD.
			Percentage of affordable homes provided without grant	AMR	100% provided without grant
			Percentage of new homes meeting lifetime homes standards	AMR	All new residential development
12 - To adopt a viable approach to contribute to increasing the supply of affordable housing as a key priority.	CS21	Developers, RSLs	Percentage of affordable homes completed	AMR	Each site to meet target percentage for affordable homes
13 - To meet the needs of an increasingly ageing population through a variety of measures, including lifetime homes, specialist accommodation and care and support services that respond to their needs.	CS20	Developers, RSLs, Whiteley Village Trust, SCC, Surrey PCT	Extra care completions by tenure and size	AMR	Increase provision by a minimum of 250 units over the next 10 years (and subject to review after 10 years by a further 150 units by 2025/26)
			Private sheltered completions	AMR	Increase provision by 200 units over the next 10 years (and subject to review by a further 150 by 2025/26)
			Percentage of new homes meeting lifetime homes standards	AMR	All new homes

Objective/s	Key delivery Policies	Delivery Partners	Indicators	Reporting	Targets
14 - To provide for the identified pitch requirements of Gypsies and Travellers in sustainable locations supported by good quality facilities	CS22	SCC	Net additional pitches for Gypsies, Travellers and Travelling Show People (COI H4)	AMR	11 Gypsy and Traveller pitches

**Vision, paragraph 4.11: Sustainable economic development will be supported in our town centres and strategic employment areas across the Borough. A mix of new employment opportunities will be encouraged.**

Objective/s	Key delivery Policies	Delivery Partners	Indicators	Reporting	Targets
15 - To maintain a thriving economy by providing an adequate supply of land and buildings, in the right places, to support a diverse range of business and commercial activity	CS18	Elmbridge Business Network, Developers	NI152 Working age people on out of work benefits	SCS	Target to be agreed by ECP
	CS23		Total Amount of additional floor space – by type	AMR	No overall loss of employment floor space
			Total amount of employment floor space on previously developed land – by type (COI BD2)	AMR	All new employment floorspace delivered on previously developed land.
			Employment Land Available – by type	AMR	to be confirmed
17 - To support and develop the distinctive roles of our town and village centres in	All local area policies. CS1 CS2	Elmbridge Business Network, ECP	Total amount of B1 floor space in town centres (COI BD4)	AMR	Increase the amount of office floor space in town centres.
			Monitor in each area the floorspace in town centre uses as defined by PPS4.	AMR	No decrease in A1 (retail) floorspace in all areas

Objective/s	Key delivery Policies	Delivery Partners	Indicators	Reporting	Targets
order to provide a strong focus for commercial and community development	CS16 CS18 CS23 CS24				Increase in B1 (office) floorspace within Walton and Weybridge

**Vision paragraph 4.12: The distinctive role and function of each of the Borough's town and village centres will be enhanced in order to provide a diverse network of economic and community hubs which provide an appropriate balance of commercial, retail, leisure, cultural and community uses. Walton will provide an attractive alternative to Kingston and Guildford, offering a mix of good quality, varied and convenient town centre facilities that provide for the needs of local residents and support and attract businesses.**

Objective/s	Key delivery Policies	Delivery Partners	Indicators	Reporting	Targets
17 - To support and develop the distinctive roles of our town and village centres in order to provide a strong focus for commercial and community development	All local area policies. CS1 CS2 CS16 CS18 CS23 CS24	Elmbridge Business Network, ECP	Monitor in each area the floorspace in town centre uses as defined by PPS4.	AMR	No decrease in A1 (retail) floorspace in all areas  Increase in B1 (office) floorspace within Walton and Weybridge

Vision, paragraph 4.13: Through working in partnership, new and improved infrastructure will be provided to support an increasing population. Education provision will increase in both quantity and variety to cater for the anticipated growth in student numbers and aspirations for greater pupil achievement. Health services will be improved, and 'Xcel', the Borough's state of the art leisure centre, will be a catalyst for further improvement to sports provision. The potential for relocation, dual use or re-provision of education, sporting, community and social facilities will be promoted as opportunities arise and the quality and quantity of facilities accessible to all Borough residents will increase overall.

Objective/s	Key delivery Policies	Delivery Partners	Indicators	Reporting	Targets
18 - To respond to the social and physical infrastructure needs arising from new development in a way that delivers sustainable growth	CS1 CS14 CS16 CS18 CS27	SCC, Surrey PCT, utilities, Emergency services, Highways Agency, Environment Agency, Further Education colleges	Number of projects outlined in the Infrastructure Schedule that are delivered.  Reduction of per capita CO <sub>2</sub> emissions	Annual review of Infrastructure Schedule  AMR	Projects scheduled for completion in that period are delivered  By 20% on the 2005 baseline by 2016

## Appendix 2: Settlement investment and development schedules

## Appendix 2: Settlement investment and development schedules

The delivery of development and infrastructure within the settlement areas will change over time. Reference should be made to the Council's Infrastructure schedule; the most up to date SHLAA; and annual monitoring report where up to date information will be provided - [www.elmbridge.gov.uk/planning/policy](http://www.elmbridge.gov.uk/planning/policy)

### Walton on Thames

Development type and amount (approximate)	When
<b>Housing</b> 2011 - 2026 675-725 units Other than in the town centre, housing will take place mostly as infill developments, in appropriate locations within the urban area.	285 units 2011-16 195 units 2016-21 195 units 2021-26
<b>Employment</b> Potential for 20,000m <sup>2</sup> of additional office floorspace. Primarily to be provided within the town centre, as part of mixed use developments, but also potentially in employment areas at Hershams Road North and Lyon Road/ North Weylands.	Over the life of the Plan (subject to the findings of subsequent Employment Land reviews)
<b>Retail</b> The impact of 'The Heart' development will be assessed and the need for any further retail development kept under review.	No further need has been identified. However, this will be subject to regular review.
<b>Social, community and transport infrastructure improvements</b> An additional 2-3 forms of entry at primary school level (dependant on additional provision in Hershams).	2 by 2014
Improved, accessible open space at Waterside Drive.	By 2011
Footpath - Molesey Road to Esher Road.	By 2026
An additional GP practice may be needed, to support the growth in population.	By 2016
Improvements to station access.	By 2014

Development type and amount (approximate)	When
A parking strategy will be developed, primarily focused in and around the town centre and extending south towards The Halfway. This could potentially free up land for alternative uses.	By 2016
New Walton Bridge.	By 2014

## Weybridge

Development type and amount (approximate)	When
<b>Housing</b> 2011 - 2026 625-675 Development will take place mainly as infill developments, in appropriate locations within the urban area	208 units 2011 -16 208 units 2016-21 208 units 2021-26
<b>Employment</b> Potential for 18,000m <sup>2</sup> office floorspace primarily to be provided within the town centre as part of mixed use developments and within The Heights Business Park. Potential for 3,000m <sup>2</sup> warehousing/ distribution space at Brooklands Industrial Park/ Wintersells Road Industrial Park.	Over the life of the Plan (subject to the findings of subsequent Employment Land reviews).
<b>Retail</b> No identified need for additional floorspace, although Weybridge could support an increase in floorspace within the town centre in order to improve choice. Some sites within Weybridge town centre could provide opportunities for mixed use development in the future. <sup>(1)</sup>	Subject to developer interest
<b>Social, community and transport infrastructure improvements</b> An additional 2 forms of entry at primary school level	By 2014
Improvements to Brooklands Community Park. <sup>(2)</sup>	By 2016
Station improvements will include lengthening of platforms and improvements to station access.	By 2014
Possible expansion of car parking provision at the station	By 2020

1 Elmbridge Retail Study (Roger Tym, 2006) - [www.elmbridge.gov.uk/planning/policy](http://www.elmbridge.gov.uk/planning/policy)

2 For details of planned improvements refer to the Thames Basin Heaths SPA: Interim Mitigation Strategy for Elmbridge (April 2007) at March 2010 - [www.elmbridge.gov.uk/planning/policy](http://www.elmbridge.gov.uk/planning/policy)

Development type and amount (approximate)	When
A parking strategy will give further consideration to the adoption of a local management plan which addresses provision, pricing and controls of on and off street parking. The areas under consideration would be primarily focused in and around the town, village and local centres.	By 2019
Improvements to education facilities at Brooklands College	Subject to funding
Implementation of Lower Thames Strategy which could include widening of the Desborough Cut.	Subject to funding

## Hersham

Development type and amount (approximate)	When
<b>Housing</b> 2011 - 2026 350-400 units	116 units 2011-16 116 units 2016-21 116 units 2021-26
<b>Employment</b> There are no plans to significantly increase employment floorspace in Hersham. This will be kept under review.	Over the life of the Plan (subject to the findings of subsequent Employment Land reviews)
<b>Retail</b> There is no identified need for additional retail floorspace in the area currently.	No further need has been identified. However, this will be subject to regular review.
<b>Social, community and transport infrastructure improvements</b> An additional 2-3 forms of entry at primary school level (dependant on additional provision in Walton).	2 by 2014
An additional GP practice may be needed to support the growth in population.	By 2016
Enhancement of equipped play space at Thrupps Lane Open Space.	By 2010/11

## East and West Molesey

Development type and amount (approximate)	When
<b>Housing</b> 2011 - 2026 475-525 units	158 units 2011-16 158 units 2016-21 158 units 2021-26
<b>Employment</b> Molesey Industrial Estate - potential for additional 11,000m <sup>2</sup> warehousing/ distribution space. East Molesey - potential for 2000m <sup>2</sup> additional office floorspace.	Over the life of the Plan (subject to the findings of subsequent Employment Land reviews)
Permission granted for hotel - Hampton Court Station	By 2012
<b>Retail</b> There is no identified need for additional retail floorspace in the area currently.	N/A
<b>Social, community and transport infrastructure improvements</b> An additional 1-2 forms of entry at primary school level.	20 places by 2014
Hampton Court Station will be subject to significant improvements as part of a mixed use development.	By 2012
A parking strategy will give further consideration to the adoption of a local management plan which addresses provision, pricing and controls of on and off street parking.	By 2019
Enhancement of equipped play space at Molesey Hurst Recreation Ground.	By 2011/12
Enhancement of equipped play space at Hurst Meadows.	By 2011/12

## Thames Ditton, Long Ditton, Hinchley Wood, Weston Green

Development type and amount (approximate)	When
<b>Housing</b> 2011 - 2026 375-425 units The largest development will take place at Hinchley Wood through the redevelopment of the Government offices (approximately 140 units)	165 units 2011-16 105 units 2016-21 105 units 2021-26

Development type and amount (approximate)	When
<b>Employment</b> No identified need for employment provision	N/A
<b>Retail</b> No identified need for additional retail provision.	N/A
<b>Social, community and transport infrastructure improvements</b> An additional 1-2 forms of entry at primary school level	By 2014
A parking strategy will give further consideration to the adoption of a local management plan. This could include a review of on-street parking at Station Approach, Hinchley Wood, in the Windmill Lane area, Long Ditton and in the Esher Station area, Esher.	By 2019
Platform extensions at Hinchley Wood and Thames Ditton stations and potential expansion of car parking at Esher station.	2014-2020s
Bus services improvements in Long Ditton.	Within the period of the Plan

## Esher

Development type and amount (approximate)	When
<b>Housing</b> 2011-2026 250-300 units	83 units 2011-16 83 units 2016-21 83 units 2021-26
<b>Employment</b> Hotel- Sandown Racecourse  Hotel- Moore Place  (Both hotels are located at either end of the High Street and received permission in 2009)	Over the life of the Plan (subject to the findings of subsequent Employment Land reviews)
<b>Retail</b> No identified need for additional retail floorspace.	N/A
<b>Social, community and transport infrastructure improvements</b> An additional form of entry at primary school level (dependent on provision at Claygate)	By 2014

Development type and amount (approximate)	When
The local management plan will give ongoing review of provision, pricing and controls of on and off street parking. Specific attention could be given to parking provision at Sandown Racecourse, and the needs and opportunities for the provision of long and short term parking.	By 2019
Enhancement of equipped play space at West End Recreation Ground.	By 2012/13
Bridleway - Birchwood Lane	By 2026

### Cobham, Oxshott, Stoke D'Abernon and Downside

Development type and amount (approximate)	When
<b>Housing</b> 2011 - 2026 575-625 units	192 units 2011-16 192 units 2016-21 192 units 2021-26
<b>Employment</b> No identified need for employment provision.	N/A
<b>Retail</b> There is no identified need for additional retail floorspace in the area currently. However, mixed use developments will be promoted that offer improvements to the vitality and viability of the town centre as a community and a commercial centre which serves the remainder of the area.	Subject to developer interest and sites becoming available.
<b>Social, community and transport infrastructure improvements</b> A parking strategy will give further consideration to the adoption of a local management plan to address provision, pricing and controls of on and off-street parking within the town centre and along the High Street.	By 2019
A new motorway service station is proposed on the M25 south of Downside.	By 2012
An additional form of entry at primary school level.	By 2015
Platform extensions at Cobham & Stoke D'Abernon Station and Oxshott Station.	
Creation of SANG at Esher Commons	By 2011

Development type and amount (approximate)	When
Footpath - Fairmile Park Copse to Oxshott Station	
Footpath - Link between Hogshill Lane, French Gardens and Cedar Road	

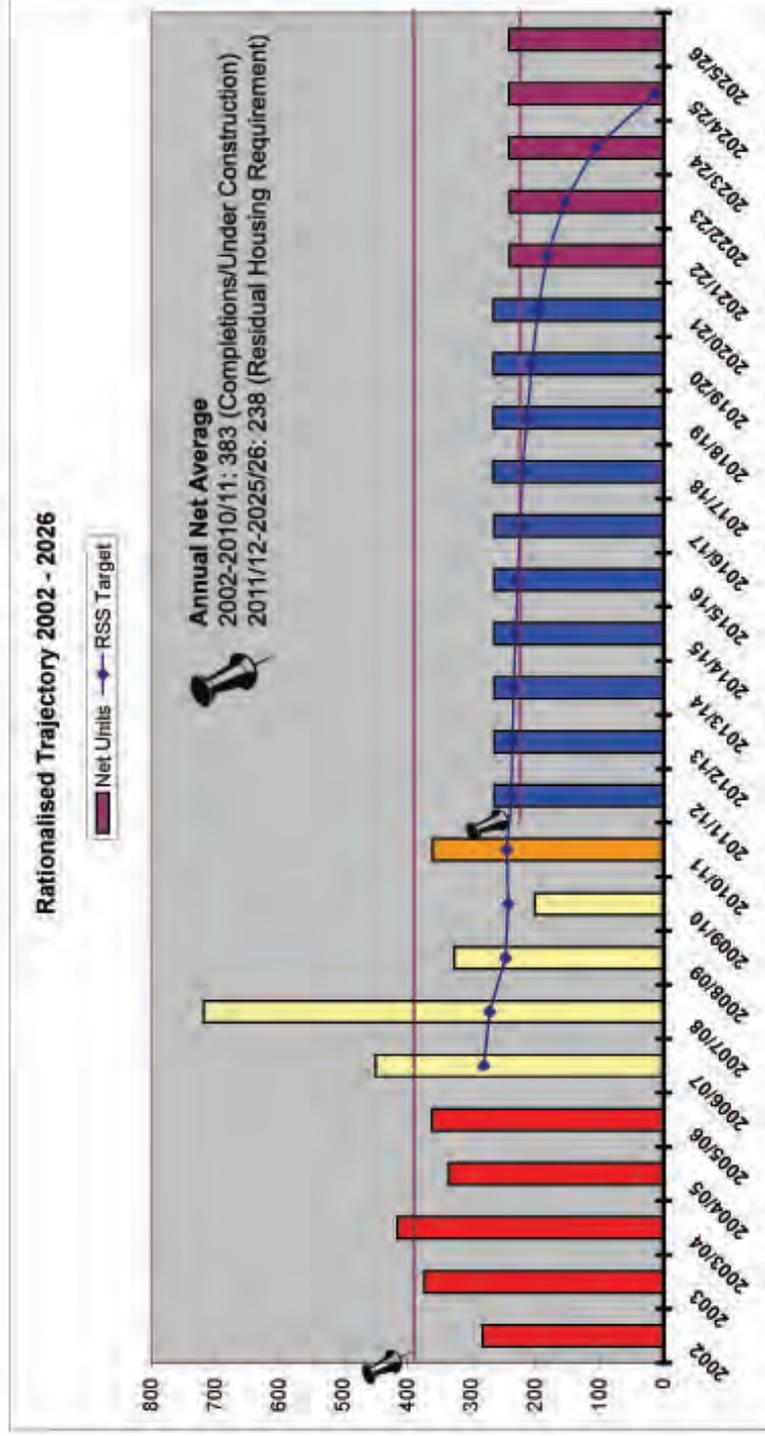
### Claygate

Development type and amount (approximate)	When
<b>Housing</b> 2011 - 2026 50-100 units	17 units 2011-16 17 units 2016-21 17 units 2021-26
<b>Employment</b> No employment floorspace planned	N/A
<b>Retail</b> No retail floorspace planned	N/A
<b>Social, community and transport infrastructure improvements</b> The Council will work in partnership with the PCT in order to address the health needs of the community.	Ongoing
An additional form of entry at primary level (dependant on provision at Esher)	By 2016
A parking strategy will give further consideration to the adoption of a local parking management plan. This could include discussing the future use and management of the railway station car park with South West Trains and reviewing the future use of Hare Lane and Torrington Lodge car parks.	By 2019
Platform extensions at Claygate Station	
Bridleway - Common Lane to A3 bridge	By 2026
Bridleway - Lower Wood Road to A3 underpass	By 2026

## Appendix 3: Housing 'Trajectory'

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### Appendix 3: Housing 'Trajectory'



(1)

1 The housing "trajectory" will be subject to change as housing is developed and new opportunities arise. Through the annual review of the Council's Strategic Housing Land Availability Assessment (SHLAA), the housing "trajectory" will be kept under regular review and published within the most up to date SHLAA. The review of the SHLAA will take place each April, in order to co-ordinate with the same timescales as the Annual Monitoring Report. Reference should always be made to the most up to date housing "trajectory". The current SHLAA and the Council's Annual Monitoring Report are available to download- [www.elmbridge.gov.uk/planning/policy](http://www.elmbridge.gov.uk/planning/policy)

# Appendix 4: Replacement Elmbridge Borough Local Plan 2000 - Policies to be replaced

## Appendix 4: Replacement Elmbridge Borough Local Plan 2000 - Policies to be replaced

REBLP 2000 Policy	Superseded by Core Strategy policy
Gen 4 - New development and infrastructure and services	CS28 - Implementation and delivery
GRB14 - Woodlands and forestry	CS15 - Biodiversity
HSG1 - Residential development and local infrastructure	CS28 - Implementation and delivery
HSG6 - Residential development on non residential sites	CS2 - Housing provision, location and distribution
HSG7 - Replacement of residential development upon redevelopment	CS2 - Housing provision, location and distribution
HSG9 - Provision and retention of housing for those with identified needs	CS19 - Housing type and size/ CS20-Older people / CS21- Affordable housing/ CS22-Gypsies, travellers and travelling show people
HSG10 - Provision of affordable housing	CS21 - Affordable housing
HSG11 - Provision of small dwellings on larger development sites	CS19 - Housing type and size
ELE2 - Employment development	CS23 - Employment Land Provision
ELE3 - The location of employment development	CS23 - Employment Land Provision
ELE6 - Storage and distribution	CS23 - Employment Land Provision
ELE9 - Strategic employment land	CS23 - Employment Land Provision
STC1 - The role and character of town and village centres	CS18 - Town centre uses
STC3 - New retail floorspace	CS18 - Town centre uses
STC4 - Mixed use developments	CS18 - Town centre uses
STC6 - Non retail uses in town centres	CS18 - Town centre uses
STC7 - Non retail uses in village centres	CS18 - Town centre uses
STC8 - Non retail uses outside of village centres	CS18 - Town centre uses

REBLP 2000 Policy	Superseded by Core Strategy policy
STC9 - Local shops	CS18 - Town centre uses
ENV1 - Development and the environment	CS17 - Sustainable Design Character and Density/ CS27- Sustainable building and construction/ CS25- Travel and Accessibility
ENV7 - Impact of a change of use on the surrounding area	CS17 - Sustainable Design Character and Density
ENV29 - Other open land in the urban area	CS14 - Green infrastructure
RTT1 - Protection of riverside views and features	CS12 - River Thames and its tributaries
LER3 - Loss of playing fields and/or leisure facilities	CS14 - Green infrastructure
LER5 - Shared use of facilities	CS16 - Community infrastructure
LER10 - Allotments	CS14 - Green infrastructure
COM1 - Loss of Social and community facilities	CS16 - Community infrastructure



## Appendix 5: Glossary

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## Appendix 5: Glossary

- **Accessibility** - The ability of people to move around an area and reach places and facilities, including elderly and disabled people, those with young children and those encumbered with luggage or shopping.
- **Affordability** - A measure of whether households can access or sustain the costs of private sector housing.
- **Affordable housing** - Housing, whether for rent, shared ownership or outright purchase, provided at a cost considered affordable in relation to incomes that are average or below average, or in relation to the price of general market housing. For further details of the definition of affordable housing please refer to PPS3: Housing.
- **Air Quality Management Areas** - Areas established by borough and district councils following local assessment of air quality where individual pollutants are forecast to exceed standards defined in the National Air Quality Strategy.
- **Allocated sites** - Sites allocated on the proposals map
- **Annual Monitoring Report (AMR)** - A report that assesses the impact of policies and whether targets are being met against a set of core indicators, and where necessary, identifies adjustments or revisions to policies/proposals.
- **Appropriate Assessment** - Required under the European Habitats Directive to assess the impact of plans on 'European Sites' of nature conservation importance. The Appropriate Assessment of the Elmbridge Core Strategy has been published as a background document.
- **Biodiversity** - The whole variety of life encompassing all genetic, species and ecosystem variations, including plants and animals.
- **Biodiversity Action Plan (BAP)** - A strategy prepared for a local area aimed at conserving and enhancing biological diversity.
- **Building Research Establishments Environmental Assessment Method (BREEAM)** - Used to assess the environmental performance of both new and existing buildings.
- **Brownfield Land** - Previously developed land which is, or was, occupied by a permanent structure, including the curtilage of the developed land and any associated fixed surface infrastructure. The definition excludes private residential gardens as featured in the Amended Planning Policy Statement 3: Housing (PPS3) June 2010.
- **Carbon Dioxide (CO<sub>2</sub>)** - A gas found naturally in the Earth's atmosphere and also produced as a result of the burning of wood and fossil fuels.
- **Carbon Footprint** - A measure of the impact human activities have on the environment in terms of the amount of greenhouse gases produced, measured in units of carbon dioxide.
- **Climate Change** - Is the variation in the Earth's global climate or in regional climates over time.

- **Climate Neutral Checklist** - A checklist of climate neutral measures that should be incorporated into 'major' planning applications for new development.
- **Code for Sustainable Homes** - An environmental rating scheme for housing in England, under which new homes will be given a 'star rating' to indicate their environmental impact, ranging from level 1 to level 6 (high sustainability).
- **Combined heat and power (CHP)** - A system which generates electricity and utilises the heat produced as a by-product in a cost effective and environmentally responsible way.
- **Commuted payments** - Payments made through a legal agreement with the Council, which are ring-fenced to pay for specific improvements, e.g. developers can sign a legal agreement that they will pay for highway improvements, for example a pedestrian crossing, or the provision of affordable housing.
- **Compulsory Purchase Order** – A notice issued by the Government or local authority to compulsorily acquire land to help deliver social or economic change that is in the public interest, where the land owner or occupier is not willing to sell by agreement.
- **Conservation Area** - An area designated under the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990 on account of its special architectural or historic interest, the character and appearance of which it is intended to preserve and enhance.
- **Contaminated Land** - Land that has been polluted or harmed in some way making it unfit for safe development and usage unless cleaned.
- **Core Output Indicator (COI)** - A measurement of performance local planning authorities are required to collect.
- **Core Strategy Development Plan Document** – Sets out the long-term vision for the future of the area, the spatial objectives and strategic policies to deliver that vision.
- **Cumulative Effect** - A number of developments in a locality or a continuous activity over time that, together, may have an increased impact on the environment, local infrastructure and services, or the economy.
- **Development Plan** - The Replacement Elmbridge Borough Local Plan 2000 (saved policies) form the statutory Development plan for the Borough. The LDF will progressively replace saved policies.
- **Development Plan Documents (DPDs)** - These will replace the Local Plan and have the same status for decision-making. More than one DPD can be used to provide for the Development Plan at the local level. Types of DPDs include the Core Strategy, Site Specific Allocations and Area Action Plans.
- **Ecological Footprint** - Compares human consumption of natural resources with planet Earth's ecological capacity to regenerate them.
- **Ecology** - The distribution and abundance of living organisms and the interactions among organisms and between organisms and their environment.

- **Ecosystem** – A system formed by the interaction of a community of organisms with their environment.
- **Elmbridge Community Partnership (ECP)** - a partnership of local public, private and voluntary organisation that has responsibility for the production and delivery of the Sustainable Community Strategy
- **Employment Land** - That which is in use for the following purposes – office, industrial and warehousing.
- **Energy Conservation** - The practice of minimising the quantity of energy used, thereby improving energy efficiency.
- **Energy Efficiency** - How well used energy is as a ratio of the energy used to the energy wasted, decreasing wasted energy will thus produce a higher energy efficiency ratio.
- **Energy Recovery** - The use of waste as a source for energy, for example making use of the methane emitted from landfill.
- **English Heritage** - Government advisors with responsibility for all aspects of protecting and promoting the historic environment. English Heritage is responsible for advising the Government on the listing of historic buildings.
- **Environment Agency** - A Government body that aims to prevent or minimise the effects of pollution on the environment and issues permits to monitor and control activities that handle or produce waste. It also provides up-to-date information on waste management matters and deals with other matters such as water issues including flood protection advice.
- **Evidence Base** - The information and data gathered by local authorities to justify the "soundness" of the approach set out in Local Development Documents, including physical, economic, and social characteristics of an area.
- **Extra Care Housing** - Housing designed with the needs of older people in mind and with varying levels of care and support available on site. People who live in Extra Care housing have their own self contained homes and benefit from communal facilities being available. Properties can be rented, owned or part owned/ part rented. Extra Care is also known as very sheltered housing, assisted living, or simply as 'housing with care'.
- **Green Belt** - A designation for land around certain cities and large built-up areas, which aims to keep this land permanently open or largely undeveloped. The purposes of including land in the Green Belt is to:
  - check the unrestricted sprawl of large built up areas
  - prevent neighbouring towns from merging
  - safeguard the countryside from encroachment

- preserve the setting and special character of historic towns
- assist urban regeneration by encouraging the recycling of derelict and other urban land

Green Belts are defined in a local planning authority's development plan.

- **Green Infrastructure** - A network of multi-functional green spaces and natural elements (including water) within and between the built environment. Please see box 1 under CS14 for a list of areas that can form part of the networks of Green Infrastructure.
- **Greenfield land or site** - Greenfield land is land which has never previously been developed. This could be both within and outside built-up areas.
- **Greenhouse Gas Emissions** - The production of gases which naturally form in the atmosphere and serve to insulate the earth including water vapour, Carbon Dioxide (CO<sub>2</sub>), methane, nitrous oxide and ozone.
- **Housing Associations** - Independent, not-for-profit organisations registered with and regulated by the Housing and Communities Agency.
- **Housing 'trajectory'** - An evaluation of housing delivery compared to delivery targets.
- **Infill development** - Development of a vacant site in a substantially developed frontage or area.
- **Infrastructure** - The basic requirements for the satisfactory development of an area which include such things as roads, footpaths, sewers, schools, open space and other community facilities.
- **Intensification** - More frequent usage, e.g. a tennis court at a school could be used by other community groups outside school hours.
- **Intermediate Housing** - Housing at prices and rents above those of social rent, but below market prices or rents. These can include shared equity products for example home buy.
- **Issues, Options and Preferred Options** - Previous consultation stages on Development Plan Documents with the objective of adopting the most appropriate and sustainable approach ahead of submission to government for independent examination.
- **Listed Building** - A building of special architectural or historic interest as designated by English Heritage on behalf of the Department for Culture, Media and Sport. This is a statutory listing.
- **Low-Carbon energy** - Comes from sources that produce fewer greenhouse gases than do traditional means of power generation, includes zero carbon power generation sources as well as sources with lower-level emissions such as natural gas, and technologies that prevent carbon dioxide from being emitted into the atmosphere, such as carbon capture and storage.

- **Local Development Document (LDD)** - These include Development Plan Documents (which form part of the statutory development plan) and Supplementary Planning Documents (which do not form part of the statutory development plan). LDDs collectively deliver the spatial planning strategy for the local planning authority's area.
- **Local Development Framework (LDF)** - A portfolio of Local Development Documents that will replace the Local Plan. Together these documents will provide the framework for delivering the spatial planning strategy for the Local Planning Authority area.
- **Local Development Scheme (LDS)** - A document setting out the programme for the preparation of Development Plan Documents. It sets out a 3-year programme and includes information on consultation dates.
- **Local Distinctiveness** - The particular positive feature of a locality that contributes to its special character and sense of place. Distinguishes one local area from another
- **Local Nature Reserve (LNR)** - An area designated by local authorities, in consultation with English Nature, under the National Parks and Access to the Countryside Act 1949, to provide opportunities for educational use and public enjoyment, in addition to protecting wildlife or geological and physiographical features of special interest.
- **Local Plan** - Saved policies from the adopted Replacement Elmbridge Local Plan 2000 (with alterations to policy HSG10 Affordable Housing 2003).
- **Local Transport Plan (LTP)** - A five-year integrated transport strategy, prepared by local authorities in partnership with the community, seeking funding to help provide local transport projects. The plan sets out the resources predicted for delivery of the targets identified in the strategy.
- **Market Housing** - Private housing for rent or for sale, where the price is set in the open market.
- **Maximum Parking Standards** - A maximum number of off-street car parking spaces permitted for a development by land use type.
- **Mitigation Measures** - Those which are put into place to reduce or eliminate any harm caused eg. Contributions to the provision of Suitable Accessible Natural Green space (SANG) / access management and monitoring with regards to Thames Basin Heaths.
- **Mixed Tenure** - An area of housing consisting of mix of different tenures, normally social rented housing and privately owned housing.
- **Mixed Use** – Area or site where a mixture of commercial, retail and residential uses predominates.
- **Natural England** - Government advisors on nature conservation issues in England.
- **National Indicators (NI)** - A set of 198 measures chosen by central government to assess performance in local areas.

- **Perpetuity** - In an affordable housing context, homes secured as affordable into the future, for example by planning restrictions on the resale of affordable housing so that it cannot be lost to the market.
- **Planning Obligations and Agreements** - Legal agreements between a planning authority and a developer, or undertakings offered unilaterally by a developer, that ensure that certain extra works related to a development are undertaken. For example, the provision of highways. Sometimes called "Section 106" agreements.
- **Planning Policy Guidance (PPG) / Planning Policy Statement (PPS)** - Statements setting out the Government's policy framework at the national level on planning issues such as housing, employment, Green Belt. PPSs will replace existing Planning Policy Guidance (PPG).
- **Previously Developed Land** - Previously developed land is that which is or was occupied by a permanent structure, including the curtilage of the developed land and any associated fixed surface infrastructure. There is no presumption that land that is previously developed is necessarily suitable for housing development nor that the whole of the curtilage should be developed. The definition excludes private residential gardens as featured in the Amended Planning Policy Statement 3: Housing (PPS3) June 2010.
- **Ramsar Site** - A wetland site of international importance (especially as a waterfowl habitat) designated by the Secretary of State for the Environment, Food and Rural Affairs.
- **Registered Social Landlord (RSL)** - A body registered with the Housing and Communities Agency who own or manage affordable homes, both social rented and intermediate.
- **Renewable Energy** - Renewable energy is energy flows that occur naturally and repeatedly in the environment, for example from the wind, water flow, tides or the sun.
- **Scheduled Ancient Monument** - A building or structure above or below ground whose preservation is of national importance, in a schedule compiled by the Secretary of State for Culture, Sport and Recreation.
- **Section 106 agreement** - A legal agreement under section 106 of the 1990 Town & Country Planning Act. Section 106 agreements are legal agreements between a planning authority and a developer, or undertakings offered unilaterally by a developer, that ensure that certain extra works related to a development are undertaken.
- **Shared Ownership** - A scheme aimed at providing first time buyers, who cannot afford to buy outright, a home suited to their needs. The buyer purchases a part of the equity, paying rent on the remainder, which is usually retained by a RSL.
- **Sheltered Housing** - Housing specifically for older and/or disabled people. Includes a block or group of houses with resident or visiting warden, and individual houses, bungalows and flats, which receive support from a mobile warden or pendant (emergency) alarm service.
- **Site of Special Scientific Interest(SSSI)** -A site designated in the UK to be of importance for nature conservation due to the presence of a rare or good example of fauna and flora.

- **Site of Nature Conservation Importance (SNCI)** - An area (non statutory) designated as being of county or regional wildlife value.
- **Smart growth** - Lifting under performance through increasing the region's stock of businesses; maximising the number of people ready for employment at all skills levels, and ensuring they are equipped to progress in the labour market; increasing the participation of South East businesses in tendering for public sector contracts; reducing road congestion and pollution levels by improving travel choice, promoting public transport, managing demand and facilitating modal shifts; ensuring sufficient and affordable housing and employment space of the right type and size to meet the needs of the region and create the climate for long-term investment through efficient use of land resources, including mixed-use developments; and improving the productivity of the workforce and increasing economic activity.
- **Social Rented Housing**- Affordable housing provided for rent at below market levels to eligible groups on housing waiting lists.
- **Soundness** - A Development Plan Document (DPD) is considered sound if it is based upon good evidence and has been prepared in accordance with all the necessary procedures including the measures set out in the local authority's Statement of Community Involvement.
- **Spatial Planning** -Spatial planning goes beyond traditional land use planning to bring together and integrate policies for the development and use of land with other policies and programmes with influence the nature of places and how they function. This will include policies which can impact on land use by influencing the demands on, or needs for, development, but which are not capable of being delivered solely or mainly through the granting or refusal of planning permission and which may be implemented by other means.
- **Specialist accommodation** - Includes all accommodation designed specifically for older people including accommodation within Use Classes C2 and C3.
- **Special Area of Conservation (SAC)** - SACs are areas which have been given special protection under the European Union's Habitats Directive. They provide increased protection to a variety of wild animals, plants and habitats and are a vital part of global efforts to conserve the world's biodiversity.
- **Special Needs Housing** - Housing to meet the needs of groups of people who may be disadvantaged, such as elderly, the disabled, students, young single people, rough sleepers, the homeless, those needing hostel accommodation, key workers, travellers and occupiers of mobile homes and houseboats.
- **Special Protection Area (SPA)**-European designated area warranting special protection for the importance of its fauna. The area will comprise a number of sites that are also designated Sites of Special Scientific Interest (SSSI) in the UK. For example, the Natura 2000 designated Thames Basin Heaths Special Protection Area comprises 13 SSSIs across Surrey, Hampshire and Berkshire, protected principally for its rare species of ground-nesting birds.

- **Statement of Community Involvement(SCI)** – Sets out the ways in which the Local Planning Authority will consult the community and stakeholders, not only on other LDDs but also on major planning applications.
- **Strategic Employment Land** - Designated as protected land in employment uses in the Borough.
- **Strategic Flood Risk Assessment (SFRA)** - An assessment of flood risk for the Borough. The objective is to collate all sources of flooding, to delineate flood zones, including the functional floodplain, to help apply the Sequential Test and advise on the Exception Test and site specific Flood Risk Assessments.
- **Strategic Housing Land Availability Assessment (SHLAA)** – An assessment that identifies sites with potential for housing. The assessment is an important evidence source to inform plan making, but does not in itself determine whether a site should be allocated for housing development.
- **Strategic Housing Market Assessment (SHMA)**- An assessment of the estimated demand for market housing and need for affordable housing in a defined geographical area, in terms of distribution, house types and sizes and the specific requirements of particular groups and which considers future demographic trends.
- **Supplementary Planning Documents (SPDs)** – These can be produced to provide policy guidance to supplement the policies and proposals in DPDs. However they do not form part of the Development Plan although they must undergo a formal process of consultation.
- **Surrey County Council (SCC)** - the upper tier local authority in Surrey with statutory responsibility or education, social services, highways, libraries, minerals planning and waste planning.
- **Sustainability Appraisal (SA)/ Strategic Environmental Assessment (SEA)** - Local Planning Authorities are required to assess the environmental and sustainability impact of policies and proposals in Development Plan Documents and Supplementary Planning Documents. This is a tool for appraising policies to ensure that they reflect sustainable development objectives, i.e. Social, environmental and economic factors.
- **Sustainable communities** - Places that meet the diverse needs of existing and future residents, are sensitive to their environment, and contribute to a high quality of life. They are safe and inclusive, well planned, built and run, and offer equality of opportunity and good services for all.
- **Sustainable Community Strategy (SCS)** - A strategy developed by a local authority in partnership with other public, private and community sector organisations, to promote economic, social and environmental well being of the area and to contribute to the achievement of sustainable development.
- **Sustainable construction** -Construction which has due reference to the environment, for example in the materials it uses, the methods of construction and the installation of energy efficient and water conservation systems, e.g use of solar panels and SUDS.

- **Sustainable Development** - Development, which meets the needs of the present without compromising the ability of future generations to meet their own needs, ensuring a better quality of life for everyone now and for generations to come.
- **Sustainable location** - For example, is a location with good transport links with good access to community and local facilities.
- **Sustainable transport** – Often meaning walking, cycling and public use of transport, which is considered to be less damaging to the environment and which contributes less to traffic congestion than one-person car journeys.
- **Sustainable (urban) Drainage Systems (SuDS)** – Include a range of different drainage systems that are designed to promote the filtration and evaporation of water as close to the source as possible and to break down pollutants. SuDS are an alternative to drainage through pipes directly to a water course and will help enhance water quality and biodiversity, maintain groundwater levels and reduce the risk of flooding.
- **Tenure** -The nature by which people own or rent their home. Categories are usually broken down as follows: Owner Occupied, Private Rented, Registered Social Landlord or Council Rented.
- **Threshold** - The number of units that triggers the affordable housing requirement on market schemes.
- **Travel Plan** -A travel plan aims to promote sustainable travel choices (for example, cycling) as an alternative to single occupancy car journeys that may impact negatively on the environment, congestion and road safety. Travel plans can be required when granting planning permission for new developments.
- **Windfall sites** - Those sites which have not been specifically identified. They comprise previously developed sites that have unexpectedly become available.
- **Zero Carbon Development** - A building or set of buildings with a net energy consumption of zero.

## Settlement Map Key

	Motorway
	A Roads
	B Roads
	Railway
	Rivers
	Borough Boundary
	Lower Thames Strategy
	Thames Landscape Strategy Improvements
	Settlement Area
	Town & Village Centres
	Population Density (High-Low)
	Strategic Employment Sites
	Open Water
	Areas with Highest Flood Risk
	Green Belt
	Conservation Area
	St George's Hill/Crown Estate/Burwood Park
	The Heights Employment Site
	Superstores
	SSSI
	RAMSAR
	Thames Basin Heaths SPA
	Esher Commons
	SANG
	Railway Stations
	Railway Station Improvements
	Visitor Attractions
	Council Sport/Leisure Facilities
	Infant/Junior/Primary Schools
	Secondary Schools
	Private Schools
	Special Schools
	6th Form Colleges
	Walk In Medical Centres/Community Hospitals
	Hotels
	Town Centre Improvements
	Motorway Service Station
	New Walton Bridge
	Improved Station Interchange