

Windlesham Neighbourhood Plan 2018-2028 Referendum Version



Windlesham Parish Council
The Council Offices, Lightwater

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INTRODUCTION

Foreword from the Parish Council

Windlesham Neighbourhood Plan (WNP) sets out a vision for Windlesham village that reflects the thoughts and feelings of local people with a real interest in their community. The vision is for Windlesham to retain its semi-rural character, while being recognised as a place to live and work that offers an unparalleled opportunity to be part of a community and provides a friendly and safe environment surrounded by areas of natural beauty.

The Plan sets objectives on key themes such as housing, travelling around, green space and employment. All of the policies contained within the Plan are designed to achieve this vision for Windlesham.

Your Plan has been produced by local resident volunteers and the Parish Council. Through a series of consultations, we have listened to the community, residents, land-owners and businesses regarding sustainability and long-term development of our community. We have worked hard to ensure that the views and policies contained in this document reflect the views of Windlesham residents, conform to the National Planning Policy Framework (NPPF) and do not conflict with the Surrey Heath Core Strategy and Developments Policies Development Plan Document (CSDMP DPD). As such, it is only these Policies that form part of the WNP and are those that are voted on in this local referendum.

Other aspects that fall outside of the proposed policies of the WNP have been consolidated into two key sections, that of the Windlesham Village Rejuvenation Project proposed by the Windlesham Plan Steering Group, and that of a separate statement that consolidates all other issues and recommendations, please see the sections at the end of the Appendices of the WNP for the respective details of these two areas. Other aspects that fall outside the remit of the WNP, are those such as the reserve site of Heathpark Woods as this is covered by Surrey Heath's Core Strategy.

We wish to thank all residents who played their part in shaping and supporting the Plan by taking the time to complete questionnaires, attend meetings and fill in surveys. The information gathered from these documents has formed the basis of this Neighbourhood Plan and guided the team to focus on the most important things that make our Neighbourhood unique and a great place to live. For this we are exceedingly grateful.

In addition, thanks must be given to all of our volunteers, our Parish Councillors and those Officers of Surrey Heath Borough Council whose engagement and advice has added greatly to our efforts.

A Neighbourhood Plan – Defined

A Neighbourhood Plan (Plan) provides an opportunity for a local community to create a framework to deliver sustainable growth for the benefit of the community, including those who work and visit the area, in this case Windlesham village.

The right to prepare a Plan was established through the Localism Act 2011 and the rules governing the preparation were published in 2012. The National Planning Policy Framework (NPPF) states that the Plan gives the community the direct power to develop a shared vision for the neighbourhood and deliver the sustainable development it needs ([NPPF para 183](#)). The plan area is shown in Figure 1 (pg. 7) and covers Windlesham ward, which is a larger area than Windlesham village.

Once approved, the Windlesham Plan (WNP) will become part of the Statutory Local Strategic Development Plan. In this specific case, it is principally the [CSDMP DPD](#) and the saved policies of the Surrey Heath Local Plan 2000.

A Plan must be based on robust evidence; this includes evidence of community engagement and consultation and how the views, aspirations, wishes and needs of the local people have been obtained and applied. A detailed Statement of Consultation and a comprehensive Evidence Base has to be assembled to support the Plan.

How Windlesham benefits from a Plan

By setting out planning policies to achieve the established requirements of the community, it is possible to ensure that the village grows and develops in a way that is sustainable, economically, socially and environmentally viable and which enhances and improves the village.

Once made, the WNP becomes part of SHBC's Local Plan and will have to be considered with the latter, when addressing new planning applications. In accordance with NPPF, there is a "presumption in favour of sustainable development" with which both the Local Plan and the WNP must comply. Within the prescribed limits, the WNP will give the community the opportunity to define what sustainable growth means for the village and its residents. Sustainable growth is recognised as not only necessary but also desirable; without which the village will stagnate. The purpose of the WNP is to influence and direct the shape and nature of this growth. The intention is to achieve organic growth rather than imposed growth.

It is reasonable to expect that over the period from 2018 - 2028, between 25 and 50 new dwellings would be more than sufficient to sustain the 1% to 2% organic growth rate sought by the community (see Background on Policy WNP1 for further details on this).

Restrictions to the Neighbourhood Plan process

There are some restrictions which apply to the WNP, such as:

- It cannot promote less development than is set out in the Local Plan;
- It cannot override Green Belt policies or boundaries;
- It cannot alter the regulations relating to Special Protection Areas (SPAs);
- It cannot alter parking regulations or Tree Preservation Orders;
- It must add value to the Local Plan (i.e. not just support what is already in the Local Plan);
- It must be in general conformity with the strategic policies in the Local Plan;
- It cannot oppose anything in the Local Plan;
- It must contribute to achieving sustainable growth;
- It must have appropriate regard to relevant policies in the NPPF;
- It cannot influence permitted development or development that does not require a change of use (i.e. it can only influence development that requires a planning application);
- It cannot influence the use of land for farming or forestry or the activities that take place within a building;
- It cannot make proposals for development outside the defined area; and
- It must be compatible with human rights requirements and EU obligations.

How the Plan was prepared

Windlesham Parish Council started the process of producing a Plan by appointing a Steering Group comprising members of the local community and local Parish Councillors. This Steering Group was responsible for running the process, planning the work and controlling costs. Working Groups were then formed to investigate and report on the built environment, the natural environment and amenity and infrastructure. These groups were later amalgamated into one Working Group that reported on a regular basis to the Steering Group. A launch event was held in the village hall in the Summer of 2014 where views of residents were collected. These views were then analysed and presented to residents in the following manner:

- In the Autumn of 2014 residents were asked to complete a survey and comment on the information gathered from the fete and launch event.
- A detailed analysis of responses to this survey was carried out by the Working Group and the survey data used to identify the main issues facing the village.
- The information collected was researched and then tested in a second survey launched at the annual village fete in June 2015.
- The draft WNP was prepared using the analysis of these two survey returns. This information was then shown to all major stakeholders in the village and their comments noted.
- In June 2016 village stakeholders were invited to attend a meeting where the draft WNP was explained. Comments on the draft WNP were collected and amendments made.
- A consultation meeting with residents was held in September 2016. This information was then analysed and amendments made as required.

The Parish Council approved the draft Plan for public consultation on 31st January 2017 and promoted the public consultation opportunity. The Plan has been amended in response to the feedback received ([see Appendix 7, Consultation Statement](#)).

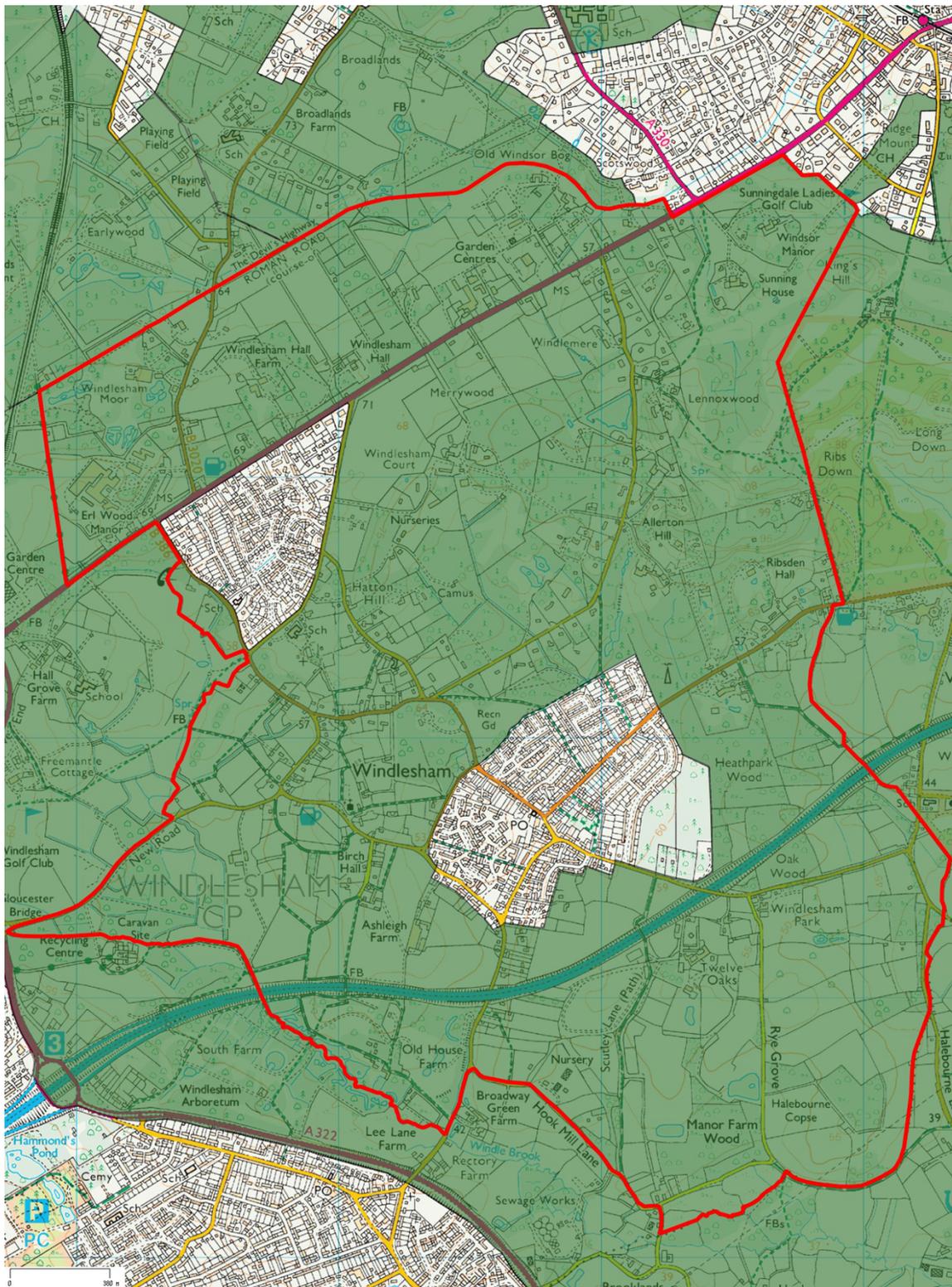
The Plan was subjected to a health check by an independent examiner in December 2017 and subsequent changes were made in response to its recommendations.

The Parish Council approved this Plan for submission on 30th January 2018.



Photos 1 and 2 (See [Appendix 6](#) for reference details)

Figure 1 Geographical map of the WNP area



The two settlements areas in Windlesham shown within the Green Belt (denoted by green shading). Red line marks the boundary of the Windlesham Neighbourhood Plan area.

Submission Plan and Examination

Surrey Heath Borough Council undertook consultation on the Submission Plan between 6 April and 18 May 2018. The Plan was then submitted for independent Examination. The Examiner's Report was received on 13 December 2018. The Examiner's Report concluded that subject to modifications, the Plan met the basic conditions and should proceed to referendum.

THE DEVELOPMENT OF WINDLESHAM

Growth and Nature

A geographical map of Windlesham village is given in Fig 1. Windlesham is a medieval village with a first recorded date of 1178. The name derives from the Anglo Saxon Windle or Wyndle meaning winding or meandering and 'Ham' a home or dwelling place. There are buildings still surviving from the 16thC and 17thC but most are 18thC, 19thC and 20thC. Much of the west side of the village is low lying, essentially flood plain and peaty sub-soils are wide spread. The remaining areas are flooded or formed in the predominantly sandy Bagshot and Bracklesham Beds, ranging in elevation from about 50m to 100m.

The area was originally agricultural and 22 farms can still be identified. Mixed arable and livestock farming initially dominated, but during the 18thC to 20thC the cultivation of trees and later shrubs became the dominant form of agriculture. At one stage, more than 50% of the total workforce was employed in this activity. The industry fell into decline during the 1980s but livestock and cereal crops were still evident around the village until the mid-1990s when the Windlesham Golf Course was built. Small-scale livestock farming is still practised with cattle and sheep. Equine activity is a major user of the former farmlands.

In 1947 the principle of Green Belt land was introduced into law, designed to preserve green open spaces around larger towns and cities and prevent merging of smaller townships. In 1955 the Government encouraged Districts to incorporate Green Belts into their strategic planning. Windlesham village is inset within the Green Belt, with the Green Belt designation covering 89% of land within the WNP area, and as a result there are strictly applied regulations to any proposed new developments. There are conservation areas, such as building conservation and archaeological sites, which are shown on the Surrey Heath Borough Council ([SHBC](#)) [Proposals Map](#). An extract of this is shown in Figure 1 above.

Between 1968/70 and 1988/90, three major housing developments were carried out, Snows Ride, Heath Park Drive and Windmill Field. In the same period substantial, but smaller developments were constructed off Kings Lane and Coopers Road. Collectively these developments came close to doubling the size of the village. Snows Ride and Windmill Field were both located on green field sites and Heathpark Drive on a woodlands site, but these and other smaller sites are within the designated Settlement Areas.



Photos 3 and 4 (See [Appendix 6](#) for reference details)

THE PRESENT SITUATION

The Setting

A geographical map of the area, Fig. 1 on page 7, shows the WNP area is set on the A30 London Road, with only a small section to the north, the main area lying to the south. The M3 motorway passes through the most southerly area of the village. Adjacent settlements are Sunningdale and Sunninghill to the east, Chobham to the southeast, Bagshot and Lightwater to the west. All of the villages, with the exception of Sunningdale and Sunninghill, form part of Surrey Heath Borough. The nearest main townships are Windsor, Bracknell and Reading to the north, Camberley to the west and Woking and Guildford to the south.

Rail transport is available to London via direct services from Sunningdale and Woking, while transport to the north and Guildford in the south, together with London, is available from Camberley and Bagshot.

Access to the M3 motorway is at Lightwater (J3) approximately 1 mile, to the M25 at Chertsey or Staines via the M3 (J3) and the M4 about 12 miles via Bracknell. Heathrow airport is approximately 18 miles and Gatwick airport approximately 30 miles. The travel options make Windlesham a very convenient commuter area. The volume, speed and size of traffic through the village is a major problem, and there is very limited legal short-term parking. This has led to parking on pavements, which causes significant problems for people with prams or in a wheelchair.

There are two infant schools, Windlesham Village and Valley End C of E; both have high OFSTED and academic ratings. There are several independent schools for children up to age 13, in or close to Windlesham. For junior and secondary state education Windlesham children have to use Connaught School in Bagshot (2 miles), Hammond School in Lightwater (2 miles) and Collingwood College near Camberley (5 miles).

Population

Census figures for 2001 and 2011 show the village populations were 4,377 and 4,392 respectively; there was little change over the decade. The population profile in [Appendix 4](#) Table 1 shows a significant fall in the number of young people at age 13/14 years and also again at 18/19 years, attributed to University or other tertiary education or training. These numbers do not recover, remaining sensibly static until aged 30 years.

Per the census data ([Appendix 4](#)), at the higher age level, about 60 years, the census data indicates that residents appear to have remained in their family homes, rather than downsize or move to retirement properties. It appears that the process of moving started at around the age of late 50s in 2001 but not until the mid-60s in 2011. The economic instability, starting in 2007/8, could be an influence on this change, high moving costs or simply an absence of appropriate and cost efficient alternative properties.

It is important to note that the national statistics demonstrate an increasing general ageing of the population. Results from the surveys (section 2 of [Appendix 5](#)) indicate there is a need for smaller homes in the village, suitable for first time buyers and retirement.



Photo 5 (See [Appendix 6](#) for reference details)

Residents are in favour of housing growth, but at a rate that reflects the size of the village and the population. SHBC, recognising the limited opportunities for new building, set a nominal growth of 1% (20 dwellings) for the period 2011 to 2026. Because of recent developments within the village, this figure is likely to be exceeded in the near future.

Employment and Travel

There are over 2,200 residents in employment representing 70% of the potential work force. [Appendix 4](#) Table 2 shows 96% of those employed are in professional managerial and other skilled occupations. Only 4% are classified as unskilled.

There is little employment in or very close to the village centre. Table 3 in [Appendix 4](#) shows that 70% of the population use cars/vans as the main means of travel to work. Consequently, for many a second car becomes an unavoidable necessity to enable, for example, family members to be ferried to the station, school, shops, medical centres and deal with extramural activities such as sport and music. The train provides the main mode of transport to the work place for 8.4% of the workforce, up from 6.6% in 2001, but most will use a car to travel to and from the station.

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Transportation

National rail services operated by South West Trains, are accessed from Sunningdale and Bagshot; both stations are about 2.5 miles from Windlesham. Brookwood and Woking stations, some 10 miles distant, provide some fast services.

One public bus route through Windlesham village serves the greater Surrey Heath Borough area with a link through to Frimley Park Hospital and there are connections with other bus services to Woking and Guildford. This service operates between 0800 hrs and 1500 hrs Monday to Friday at approximately 2 hourly intervals. Only two services operate on Saturdays and none on Sundays. Discussions are taking place to investigate the possibility of a new community bus service to link the new developments with Windlesham and the transport hubs mentioned above.

No public services or buses start early enough for travellers to catch early trains out of London mainline stations or early flights from major airports. Recourse is then to private car or taxi.

Cycleways

There are no dedicated cycleways within the WNP area and many of the roads are narrow, without pavements and unsuitable for the construction of new cycleways.

The priorities for cycleways, requested by residents in the second survey, is detailed in [Appendix 3](#). While some results were mixed, these results did set out a list of routes that residents would like to see prioritised. The top 3 in order are from Windlesham to Lightwater, Sunningdale and Bagshot.

There are opportunities for SCC and Windlesham Parish Council to explore future opportunities for cycle routes for the residents of Windlesham.

Parking

Parking has been identified as one of the major problems within the village. Parking facilities are minimal and unsatisfactory, giving rise to parking on the pavement and double yellow lines. This has been highlighted in the residents' surveys (see section 3 in [Appendix 5](#)). Two potential sites for parking have been identified within the village and the Parish Council are aware of the potential of these sites.

Roads and Traffic

Roads within the village are in a mixture of conditions, with some in good condition having been recently resurfaced, and some where the riding surfaces are in need of improvement, for example evidencing sunken drainage and service covers and badly repaired excavations within the road pavement. Where roads have no kerbs or edging stones, the margins are

generally overlain by vegetation which effectively narrows the usable road pavement, and has also led to traffic signs being obscured.

With the large modern vehicles and the abundance of heavy commercial vehicles, many stretches of the roads are of inadequate width and construction thickness. The poor riding surfaces and loose debris make the roads unsuitable and unsafe for cyclists and they are often compelled to ride near the centre of the road.

The results of both the 2015 and 2016 surveys have shown that the greatest problem for residents is the volume, size and speed of traffic passing through the village, together with the lack of available parking. These matters are outside the remit of the WNP but have been covered in the Village Rejuvenation Project proposed by the Steering Group, a separate document attached to the WNP. This Village Rejuvenation Project is wide ranging and aspires to encourage improvement within the WNP area. The WNP encourages Windlesham Parish Council to pursue any opportunities that arise to work with Surrey County Council to progress those aspects of the Project that it is able to.

There are other major factors affecting the traffic intensity through Windlesham:

- The use of Windlesham village roads as short cuts for commuters transiting between the A30 and Chertsey / M3 - detailed in the survey results (section 4 in [Appendix 5](#));
- The new weight restriction on the bridge on the Chobham Road in Sunningdale;
- The new housing and commercial development planned and under construction on the DERA site in Longcross;
- The substantial new Deepcut development;
- Substantial new housing development in Bracknell; and
- The possible construction of a new runway at Heathrow airport.

All of the above will have a significant impact on Windlesham and any future development, even more so without infrastructure improvements. It is noted that at the time of this Plan, there is a proposal which has recently been agreed, to introduce a 7.5 tonne weight restriction on the village centre in 2018, which could reduce the impact on the use of the village by some freight and haulage drivers.

Housing

Affordable Social Housing

In order to reduce the imbalance in housing stock, SHBC in [CP5 'Affordable Housing'](#) sets out a target of between 20% and 40% (depending on the size of the development) of new housing to be 'affordable' as defined in [Annex 2 to NPPF](#). In 2011, around 78 dwellings (4.4%) see Table 5 in [Appendix 4](#) of dwellings in Windlesham constituted 'social rented' units. These figures probably include two separate developments for local people or those with close connections: Lee's Court, Thorndown Lane and 3-21 Chertsey Road. In recent times, it is understood that these are not easily filled when they become vacant. In total, there are 16 units including the above premises, with tenure under the heading social rented, primarily under charitable organisations.



Photo 6 (See [Appendix 6](#) for reference details)

In high cost locations like Windlesham, where new build projects are generally small, the Council is sensitive to the practicality and financial implications to incorporating affordable social housing.

Rural Exception Sites

Such sites would normally be for 100% affordable housing, located in the Green Belt or countryside but adjacent to or very close to a Settlement Area. They are intended for local people, either living or working within the village or having close family ties. This type of housing will be subject to normal SHBC planning procedures and recognised practicality and financial restrictions.

Gypsies, Travellers and Travelling Show People

There are three authorised sites for Gypsies and Travellers within Surrey Heath Borough, one at Bagshot and two at Chobham; all managed by the Borough Council. There are no private authorised facilities within the Borough.

Relating to the location of sites for all groups, the preferred option is brown field sites within a Settlement Area; the Borough Council recognises that this is not always possible ([CSDMP para 6.38](#)) and therefore would consider applications for sites within rural locations outside the Green Belt. Within this category they would consider sites within the rural fringe prior to those in the countryside.

Proposals for New Dwellings

87% of respondents to the 2015 survey supported new build on brown field sites. In [CSDMP](#) the notional target for Windlesham in the period 2011 – 2028 is 20 (net) new dwellings, to be located within brown field / pre-used sites. With the unexpected availability in late 2015 of the Old Dairy site in the village centre, in addition to a number of other single and double new builds, the notional target as set may already be fulfilled. The Borough Council's notional new build target recognised the limited scope for the village, but was still not intended to be a maximum for the planning period and available opportunities would be taken as they arose. Higher numbers would certainly help the Borough in meeting its target, but such growth should still represent the organic growth model the community wishes to follow.

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Analysis of the population and housing stock profiles has indicated an ageing population and individuals are either reluctant or unable to downsize. The statistical data has also demonstrated a significant reduction in young people and young adults (13 – 29 years) with shortages of suitable accommodation for the 20 to 29 years age band.

To meet these implied needs, it is concluded that future new building should be concentrated on smaller dwellings, 2 – 3-bedroom units. These new dwellings should be split between retirement and assisted living units and homes for young people and young families. Support is also shown for 4-bedroom properties, retirement dwellings and bungalows.

Community Facilities

Day Centre - The 2015 Survey indicated that 72% of respondents were in favour of a “day centre for the elderly”. The Windle Valley Centre, Bagshot is a day centre for the elderly that provides excellent service and is already used by Windlesham residents. It is provided and supported by SHBC and there is no prospect of a new centre being established at Windlesham, being so close to Bagshot.

Windlesham Arboretum – The resident survey responses indicated their concern over the state of this facility. This was a delightful facility on private land, left to grow out of control and its demise is of concern to many residents. Unfortunately, this is beyond the control of the Local Authority.

Sport Facilities - There are at present, no obvious opportunities to improve sporting options within Windlesham. However, the NPPF clause 81 clearly states that: -

“Once Green Belts have been defined, local planning authorities should plan positively to enhance the beneficial use of the Green Belt, such as looking for opportunities to provide access; opportunities for outdoor sport and recreation; to retain and enhance landscapes, visual amenity and biodiversity; or to improve damaged or derelict land.”

Therefore, it is considered important that vigilance is maintained so that emergent opportunities to utilise this power can be followed up.



Photo 7 (See [Appendix 6](#) for reference details)

Village Hall - There was significant favourable response indicated through both surveys (see section 5 in [Appendix 5](#)) for maintaining the use and access to village hall facilities in Windlesham. With three existing village halls with meeting facilities, and the planned pavilion on the Field of Remembrance this addresses the needs and access to such facilities across the village.

Windlesham Club and Theatre - Windlesham is fortunate in having the facilities provided by the Windlesham Club and Theatre. This club makes a significant contribution to social, entertainment, sporting, arts and community focused facilities, as well as numerous ‘not for profit’ organisations.

The Windlesham Field of Remembrance – In 1946 money was raised by public subscription to acquire a 9.8 acre field lying close to the mid-point between the two settlement areas within the village. The site was extended in 1987 by acquiring another 7 acres of adjacent woodland that is known as Admiral’s Field. The land is held in trust “as an open space and place of rest recreation and entertainment for the benefit of inhabitants of the Ecclesiastical Parish of Windlesham.’ The Trust has recently received planning consent for a new pavilion that will provide changing rooms and a meeting space for residents. Volunteers run the Trust, and other than a grant from the Parish Council it is totally reliant upon public donation. This facility is very popular and much used by residents.

Conservation Area

The medieval village of Windlesham dates from 1178 and has a number of buildings dating from the 16th C. See [section 1 and 7 of WNP Housing Study Document](#).

The village contains a wide range of buildings of varying ages and styles, large and small; a number are incorporated in the two established conservation areas. These are located in the areas of Updown Hill and Church Road and are detailed in Figures [7c-1 and 7c-2](#) in the WNP Housing Study Document. At present, there are 42 listed buildings and structures, 16 statutory and 26 local listed.

SHBC have designated an area of High Archaeological Potential extending from Thorndown Lane to the south west of Church Road crossing this road at Birch Hall and passing behind St Johns Church: see [SHBC Proposals Map 2 East Section](#). A 1980s dig in the Windlesham Arboretum found evidence of an ancient round house settlement and signs of ovens and iron working. The WNP Survey of 2014 found that 98% of respondents considered the conservation areas and heritage assets to make a very important contribution to the nature and character of the village. It is inferred that there is a general wish to preserve, enhance and where appropriate, extend their protection. These wishes are entirely consistent with the SHBC policy set out in [CSDMP DM17 Heritage, paras 6.101 – 6.104](#).

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Owners of heritage buildings and structures, and also new and existing properties of character, are encouraged where appropriate to create ‘windows’ (large and small) so that residents are able to view the properties, but for this to be considered in such a way as not to reduce personal security or privacy. The intention is to create and/or enhance the public landscape within the village. The consultation survey of September 2016 indicates strong support for this proposal and a policy in support is given in Policy WNP 2.3 “Roadside Landscapes” below.



Photo 8 (See [Appendix 6](#) for reference details)

The consultation survey of September 2016 indicates strong support for this proposal and a policy in support is given in Policy WNP 2.3 “Roadside Landscapes” below.

SHBC have stated that they carry out periodic reviews of existing conservation areas and also consider any developments or changes proposed within these areas, taking account of the existing status. However, it is important that where the existing heritage assets should be maintained and enhanced where possible, and not allow general disrepair to occur. It is also evident that many of the older properties incorporate disciplines and features, for example in the brickwork and date (of build) plates, which could be incorporated in new buildings. Such could, in appropriate circumstances, provide a sense of continuity with the past but also points of interest.

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COUNTRYSIDE AND BIODIVERSITY

Suitable Alternative Natural Green Spaces – SANGS

Surrey Heath has a number of areas recognised at an international level for their conservation interest, including the Thames Basin Heaths Special Protection Areas (SPA) and the Thursley, Ash, Pirbright and Chobham Special Areas of Conservation (SAC). Sites of Specific Scientific Interest (SSSI) are referenced in Policy WNP 1.4 pg.23.

The Thames Basin Heaths SPAs extend over the north-eastern and eastern sides of Windlesham and the 5km mitigation zone covers the remainder of the ward.

Consequent upon the establishment of the SPAs and the buffer and mitigation zones, Suitable Alternative Natural Green Spaces (SANGS) are created which encourage residents to recreate on areas away from the SPAs. All net new dwellings within Windlesham ward will need to contribute towards a SANGS and once established a SANGS is required to be maintained in perpetuity (for at least 80 years).

To assist developers of small-scale housing developments, the Borough Council establishes Municipal SANGS and the developers/owners make a financial contribution dependent upon the number and size of new dwellings. For large scale developments, the developer is required to establish a free standing SANGS, normally within the same community. The developer or an appointed management agent would be responsible for the establishment and maintenance in perpetuity.

It is important to note the very high level of community support for keeping green open spaces (100%), preserving the semi-rural character of the village (99%), supporting wild life habitats, leisure pursuits (walking and cycling) and retaining the natural village separation zone (all between 95% and 99%). In these connections, preserving the open green spaces is clearly important.

Footpaths and Bridleways



Photo 9 (See [Appendix 6](#) for reference details)

Windlesham is well provided with designated footpaths. Most footpaths are historic ways, linking tracks, lanes and roads; they tend, therefore, to be relatively short.

It is possible to link a number of specific footpaths by means of the roadways/lanes but, outside the settlement areas, these are few in number and usually narrow. Close at hand are the Chobham Ridges, mostly common land, which do provide more substantial walking opportunities and are incorporated into the Thames Basin Heaths.

There are few remaining designated bridleways within Windlesham. A short one from the east end of New Road to Church Road opposite St Johns Church, from Rectory Lane passing over the M3 motorway accommodation bridge and then across and around the Windlesham Arboretum, off Woodlands Lane across Twelve Oaks Farm, along Scuttly Lane to Hook Mill Lane and a number in the

Highams Lane, Rye Grove and Halebourne Road area. Many of the bridleways are linked to footpaths or are shared as footpaths.

Green Spaces and Areas

Windlesham is located within the Green Belt, which covers 89% of the WNP Area.

Windlesham is located within the Green Belt, which covers 89% of the WNP area. It includes 2 Settlement Areas totaling 10% and an area of countryside beyond the Green Belt (Heath Park Wood) amounting to 1%. The community is very fortunate to have access to many green areas by footpaths and bridleways. These include access to the Fields of Remembrance that is in Green Belt and owned by the village, and managed by trustees.

Other designated green spaces in the Settlement Areas are shown on the [SHBC proposals map](#). They are:-

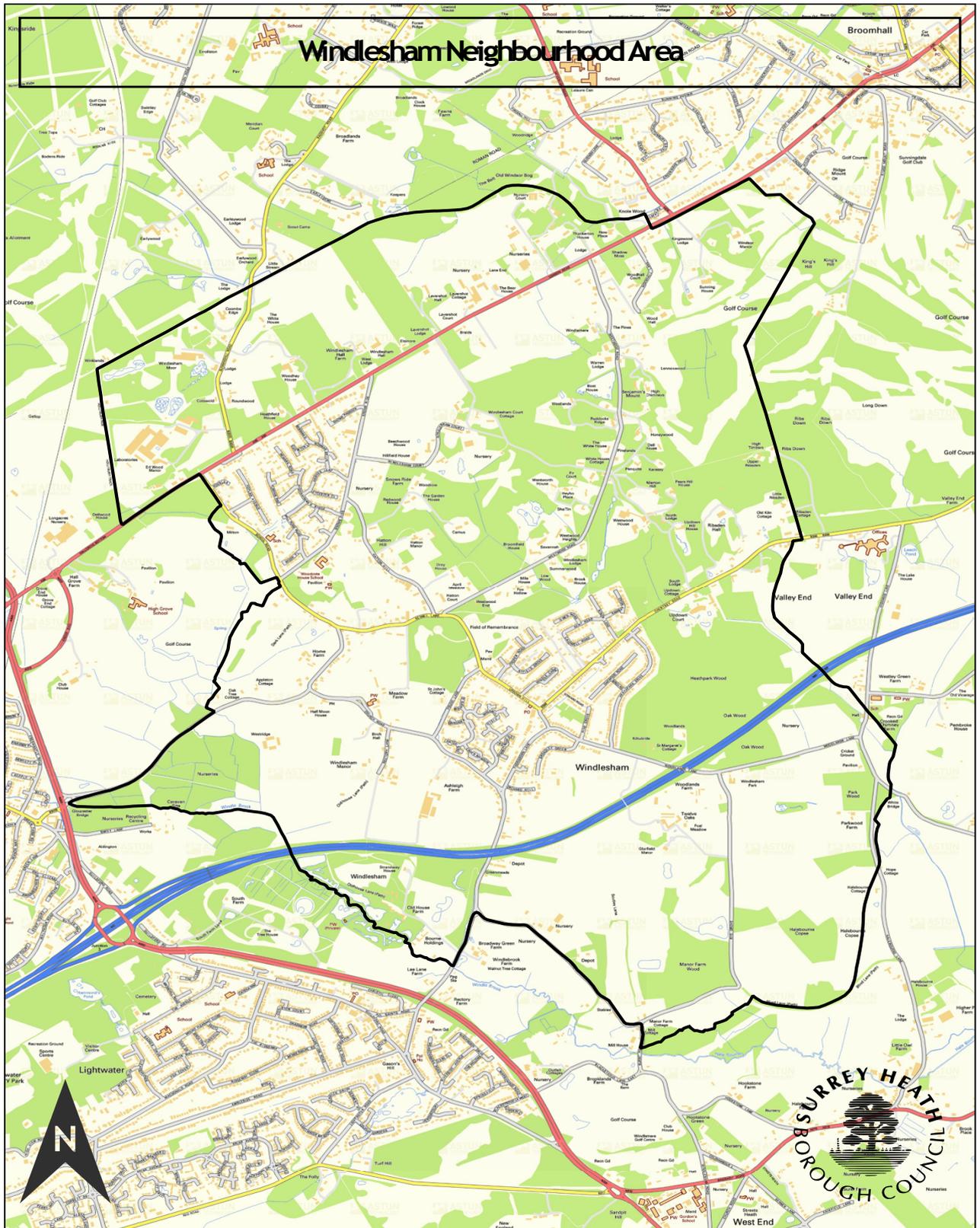
- Bosman Drive (visual amenity, recreation)
- Chertsey Road (recreation, visual amenity)
- Millpond Road (visual amenity, recreation)
- Windle Close (visual amenity)
- Windmill Field (visual amenity, recreation)

In addition, there are a number of green spaces alongside the main roads, some with bench seating, which also improve sightlines at road junctions. Particularly noteworthy are the extended grassed islands in the village centre outside the Sun Public House and at St Johns Church. The Field of Remembrance is owned by the village, about half being open grassland used for sporting activities and the remainder comprising woodland with pathways and a pond. The community is very keen to retain, maintain and improve all the existing green spaces and areas in addition to preserving the remaining open green fields in and close to the village, and also in maintaining local hedgerows in a manner that is suitable for local wildlife, for example hedgehogs.



Photo 10 (See [Appendix 6](#) for reference details)

Figure 2 Detailed Geographical map of the WNP area



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VISION AND OBJECTIVES OF THE WNP

Vision

Windlesham village aspires to be one of the most outstanding villages in the UK. It will be recognised as a place to live and work that offers an unparalleled opportunity to be part of a community that provides a friendly and safe environment.

Windlesham will:

- Meet the needs of its community through well designed and well located, development and public spaces, and by retaining and managing its historic and natural assets;
- Be known for the strength of its local community, providing a vibrant and safe village environment with a strong and distinctive local economy; and
- Provide an appealing environment in which to walk and cycle through the village.

The following objectives are met through the policies that are detailed in this WNP and also in the prospective Windlesham Village Rejuvenation Project (that is outside the direct remit of the WNP) and the separate statement that consolidates all other issues and recommendations that are included in the appendix.

Objectives

Village centre and facilities:

- Preserve and enhance the character of Windlesham village centre;
- Deliver a viable attractive shopping centre and desired community facilities;
- Ensure all residents have easy access to community facilities and community green open spaces for leisure and recreation; and
- Deliver additional parking capacity.

Priority Housing Needs:

- Meet new housing demand through organic growth that is sympathetic to the area, ensure that the right type of housing is built in the right locations, and that a mix of housing types is delivered, to include family homes that are affordable to a wide selection of the population.

Green Spaces:

- Minimise the impact of development on the natural and built environment; and
- Protect the biodiversity of our area, our wildlife and its habitat, and our trees.

Employment:

- Create through the planning system, an environment that makes it attractive for micro, small and medium-sized business and shops to locate and flourish in the area;
- Retain the current employment sites and provide sustainable employment opportunities for those who live within and outside the area.

Traffic:

- Seek ways of addressing the problem of traffic congestion on our roads and lack of parking through the provision of adequate residential onsite parking facilities; and
- Ensure our roads and streets provide safer and more accessible routes, better balancing the needs of pedestrians, cyclists and drivers.

POLICIES OF THE WNP

Priority Housing Needs

Objective

Meet new housing demand through organic growth that is sympathetic to the area, ensure that the right type of housing is built in the right locations, and that a mix of housing types is delivered, to include family homes that are affordable to a wide selection of the population.

Background

The WNP has been developed to support SHBC's strategic objectives to work towards rebalancing the housing profile and the effect this will have on the population profile. This approach will make a positive, if small, contribution to the above objective whilst equally importantly meeting the needs and wishes of the community. The community supports sustainable housing growth in the village, at an organic rate, which this Plan defines as "sustainable growth of 1-2%".

Analysis of the population and housing stock profiles has indicated an ageing population and individuals are either reluctant or unable to downsize, the latter possibly due to the lack of suitable alternative housing in the village. The statistical data has also demonstrated a significant reduction in young people and young adults (13 years – 29 years) with shortages of suitable accommodation for the 20 years to 29 years age band. See [Appendix 4](#).

Priority Housing

To meet the needs which can be accommodated through organic growth it is concluded that future new building should be concentrated on mixed development as indicated in [Appendix 5](#) with 2/3 bedroom dwellings being prioritised, where all bedrooms are fully functional and not box rooms. These new dwellings should be split between retirement and assisted living units and homes for young people and young families. Full sized bedrooms are a prerequisite for young people entering a shared purchase arrangement. Older people downsizing may require 3 bedrooms to accommodate visiting family, whilst those fully retired or in need of assisted living may require live-in assistance or full-time care.

The 2014 survey results are set out in the evidence base and summarised in section 2 in [Appendix 5](#) and show strong support for 2 or 3-bedroom units. There is also support for 4-bedroom properties, retirement flats, bungalows and assisted living units. Rejections were recorded against 1-bedroom units (68%), non-retirement flats (60%) and affordable housing (53%). However, "affordable housing" was not defined. The 2015 survey results also summarised in section 2 in [Appendix 5](#) asked "What type of housing was required?" and largely reflected the 2014 survey results, see [Appendix 5](#).

Policy No WNP1.1 – Sustainable Housing Growth

Planning applications for new housing development that are consistent with both the rate of development for Windlesham in the policies relating to development within Surrey Heath Borough Council's Core Strategy and Development Management Policies, and other policies in this Neighbourhood Plan, shall be supported.

Policy No WNP1.2 – Mixed and small dwellings

Planning applications for new developments, which provide a mixture of housing sizes and types, and prioritises the development of two and three-bedroom dwellings to assist in increasing housing mobility within Windlesham village, shall be supported.

Housing and Potential Sites

Objective

To meet new housing demand by organic growth in a way that is sympathetic to the area, ensure that the right type of housing is built in the right locations, and that a mix of housing types is delivered, to include family homes that are affordable to a wide selection of the population.

Background

SHBC Core Strategy and Development Management Policies Development Plan 2012-2028 include a growth figure for housing in Windlesham of 1%-2%. This is the development plan to which this Plan must generally conform as a requirement of the Basic Conditions. There has been no consultation on a review of this plan. This figure translates to approximately 20-50 dwellings being constructed within the period of the strategy document. This level of growth has already been exceeded with development of the Old Dairy site and permission granted for the erection of up to 140 new dwellings and community facilities on the Housing Reserve site known as Heathpark Woods.

The community supports sustainable housing growth in the village, at an organic rate, which this Plan defines as “sustainable growth of 1-2%”. This will be primarily on brown field and pre-used sites, some of which could be located in Settlement Areas. The replacement of large properties in the Green Belt with a small number of new houses could provide a second significant source. Windfall sites, by nature, are not predictable but are sure to arise.

First Category: Existing brown field sites are likely to provide the major source of house building sites. Twelve potential brownfield sites were identified and researched, but only 11 were considered viable. One of these is a 4.5 hectare site, noted in [Surrey Heath Strategic Housing Land Availability Assessment \(SHLAA\), ref 445](#). This potential site offers an opportunity to make a unique contribution to the target number of homes for Windlesham.

Second Category: Comprises the replacement of large / very large houses (5+ bedrooms) in large plots within the Green Belt. The 2011 census indicated there were 231 such properties. The [NPPF in Section 9](#) indicates the construction of new buildings in the Green Belt is inappropriate except where the new building is in the same use and not materially larger than the one it replaces. This is supported by legal precedent that the reference to “building” in the 4th bullet point of the NPPF can include the plural of the case (see *Tandridge DC v Secretary of State for Communities and Local Government* and another [2015] EWHC 2503). In such instances it is important to note that there should be little impact on the openness of the Green Belt. If just 10% of the total large house stock came to market and were developed in the above fashion, net new homes of 46 to 69 would be produced.

Third Category: Comprises unpredictable windfall opportunities. The number of dwellings produced in this way would be small and tend to be smaller dwellings but would provide a welcome bonus.

Priority Housing

To meet the needs stated above it is concluded that future new building should be concentrated on mixed development as indicated in [Appendix 5](#) with 2/3 bedroom dwellings being prioritised, where all bedrooms are fully functional and not box rooms. These new dwellings should be split between retirement and assisted living units and homes for young

people and young families. Full sized bedrooms are a prerequisite for young people entering a shared purchase arrangement. Older people downsizing may require 3 bedrooms to accommodate visiting family, whilst those fully retired or in need of assisted living may require live-in assistance or full-time care.

Policy No WNP1.3 - Replacement of Large Houses by Smaller Dwellings

Planning applications for the replacement or subdivision of large houses in large plots in the Green Belt, with a small number of priority dwellings will be supported where they are consistent with the National Policy for Green Belts, where the openness of the Green Belt within the WNP area is safeguarded and Windlesham's heritage assets are conserved in a manner appropriate to their significance.

Character and Amenity

Objective

Meet new housing demand in a way that is sympathetic to the area, ensure that the right type of housing is built in the right locations, and that a mix of housing types is delivered, to include family homes that are affordable to a wide selection of the population.

Background:

Pre-1970 housing is primarily located along the main village roads and lanes, with housing comprising varied dwellings. Smaller properties are often terraced or semi-detached but may still have long, if narrow, rear gardens. There are also classic double fronted detached Victorian villas with substantial rear gardens. Collectively they provide a varied and charming character to the area and many are included in one of the two village Conservation Areas. Off the main roads there is a variety of unique houses, often larger, in substantial plots. Post 1970 developments also include a variety of properties, both in size and footprint, and generally with small to modest personal garden spaces. Open plan frontages are common. The most recent large-scale development avoided long straight roads with closely spaced housing, by the use of winding roads with a range of cul-de-sacs and setting the buildings at angles to each other. In this way the feeling of a rural village appearance is achieved. It has also included generously sized public green spaces, the largest with a contained children's play area and a direct pedestrian link to the village centre and paths to the countryside.

Environmental considerations and techniques to enhance the visual experience have greatly improved and contribute to a harmonious blend of mixed housing. One feature many residents disapprove of is with regard to extremely large properties that are unsympathetic and flamboyant in style and often enclosed in high heavy metal fencing. It is important to the community that all new developments, of whatever size and level of opulence, can be equally respected and the style of architectural aspects and spacing are always appropriate. A fuller account of the heritage and village assets is set out in the [WNP Housing Study Document](#). SHBC policies are set out in [CSDMP DM9, paras 6.55 – 6.61](#) and [DM17, paras 6.101 – 6.104](#); Policies set out in this Plan are an extension of those in DM9 & DM17.

Policy No WNP2.1 – New Housing Development Features and Compatibility

Proposals for new housing development or extension of existing dwellings shall be supported if they respond positively to and protect the built and natural character features of their setting within Windlesham village. Planning applications shall be supported if they:

- Maintain the established density including number of residential units and ratio of building footprint to open space development in the surrounding area;
- Maintain the general scale of development in the surrounding area without creating any overbearing presence; and
- Maintain the style and pattern of separation between buildings and widths of building frontages.

Policy No WNP2.2 - Spacing and Privacy

Planning applications for either new developments or extensions to existing dwellings which respect the separation between buildings and the site boundaries and the privacy of adjoining owners, shall be supported unless it can be demonstrated that they will harm or detract from the local character.

Policy No. WNP2.3 Roadside Landscapes

Planning applications which create viewpoints revealing interesting old and new buildings and gardens and which enhance the roadside landscape without reducing personal security or privacy, shall be supported.

Design Standards

Objective

Meet new housing demand in a way that is sympathetic to the area, ensure that the right type of housing is built in the right locations, and that a mix of housing types is delivered, to include family homes that are affordable to a wide selection of the population.

Background:

The basis of good design is set out [in NPPF \(paras 56 – 58\)](#). It emphasises (para 56) that good design is a key element to sustainable development which in turn, is indivisible from good planning (para 58). It makes the point that ‘excellence in design will help to establish a strong sense of place and create an attractive and comfortable place to live, work and visit’.

These principles are fully embraced and architectural innovation in the design of new developments is encouraged, provided it complies with the foregoing criteria and is compatible with the existing buildings, landscape and environment.

Domestic garden space is very important to the well-being of residents, especially for families with children. Hedges are a local feature of gardens in the WNP area and are often used to demarcate plot boundaries. The maintenance and improvement of public open green spaces is important and it is essential that these assets be retained.

It is important that new developments shall embody quality design, to include sustainable materials, high thermal and energy efficiency, a low maintenance and carbon footprint and is compatible with the built and natural environment.

New developments, particularly those for family occupation, shall also be required to provide ample domestic garden areas as well as public green spaces, where practicable, to reflect the current character of the area. General policies relating to Design Quality promulgated by SHBC are currently set out in [CSDMP DM9](#). Additionally, while there are no quantitative standards for gardens, useful advice is given in [SHBC Supplementary Planning Guidance \(Oct. 2002\) Section 5.1](#), and these policies should be taken in conjunction with any other design guidance incorporated in Surrey Heath’s Core Strategy and Development Policies.

Policy No WNP3.1 - Design Quality

Planning applications shall be supported which:

- Embody quality design features, including: sustainable materials; high thermal and energy efficiency; a low maintenance and carbon footprint;
- Maximise the use of natural light in dwellings; and
- Provide for discreet waste storage in locations which can practicably be accessed by residents prior to collection.

Policy No WNP3.2 - Design Boundaries

For new residential developments and extensions to existing dwellings, planning applications shall be supported that use native species green hedges that reflect the character of Windlesham village where boundary demarcation is appropriate. Such boundaries also contribute to maintaining the natural environment for wildlife species, an aspiration of Windlesham’s local community.

Policy No. WNP3.3 - Garden Space

All new dwellings shall provide sufficient private garden space to meet household recreation needs. These should be scaled with the dwelling to reflect the character of the area and be appropriate in relation to topography and privacy.

Vehicle Parking

Objective

Seek ways of addressing the problem of traffic congestion on our roads and lack of parking through the provision of adequate residential onsite parking facilities.

Background:

Two aspects of vehicle parking are the focus of this topic (i) the number of domestic parking spaces needed for those who live in a semi-rural environment with little public transport, and (ii) the dimensions of parking spaces in public parking facilities. The essential factors relating to domestic parking provisions are introduced in Parking and Infrastructure Section of the Plan and the detailed review is given in [Appendix 1](#).

Size of car parking spaces - Over the last twenty years not only has the number of cars on the road greatly increased, but the size of vehicles has also increased. Public car parking facilities have not been adjusted for the larger vehicles now on the road e.g. at stations, shopping precincts, town centre car parks, hospitals etc. In fact, up to 2009 it was Government policy to under provide car parking spaces “to discourage people from buying personal vehicles”.

Specifically, within Windlesham, in 2017 in a move to help ensure that the parking problem is not exacerbated within the centre of the village, the developer of the Old Dairy site has adopted these proposed parking standards into their development plans.

Policy No WNP4.1 – New Residential Developments Parking Space Design

Vehicle parking facilities should be designed to match the character of the development and, where garaging is included, it shall have dimensions compatible with the size of modern vehicles and recognise that such structures are important storage facilities for the majority of households.

To meet these objectives garages should have minimum internal dimensions of 3m wide by 7m long with an unobstructed entry width of 2.3 metres. (ref: [Parking Standards design and good practice, Essex CC 2009](#)). Other vehicle parking facilities should have a minimum dimension of 2.9m by 5.5m.

Policy No WNP4.2 – New Residential Developments Parking Space Standards

New residential developments should, where space permits, provide parking spaces within the boundaries of the development for:

- 2 vehicles for 1 and 2-bedroom dwellings; and
- 3 vehicles for 3+ bedroom or larger dwellings

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Appendix 1 – Car Parking

This subject is only covered in a general way in CSDMP – [DM11 paras 6.69 to 6.74](#) and more specifically in [Surrey County Council Guidelines for Parking Provision \(Jan 2012\)](#), A review is given in the [WNP Housing Study Document Section 7f](#).

Car parking for new houses:

It has been shown in the 2011 census (see Table 3 in [Appendix 5](#)) that 70% of the working population used a car as the main means of access to their work; 3% used a car as a passenger, 8% used the train, but the nearest stations are approximately 2.5 miles distant and these people would almost certainly have used a car to get to the station either as a ferry or park all day. For shopping, attendance at schools/collecting, visiting doctors and dentists surgeries, after school activities and day time social purposes, a second vehicle is a pre requisite. Younger people sharing a dwelling are also likely to require one car per adult. The census data (see Table 6 in [Appendix 5](#) in this Plan) shows 49% of households have 2 cars, 12% have 3 and 6% have 4 or more. Households with 1 car constitute 28%. In summary 67% of households have 2 or more vehicles. For Windlesham as a whole the average number of vehicles per household is 2.

The most recent large development in Windlesham (1990) shows that in the shared areas where smaller houses and apartments are located, parking is already quite common on the distribution roads and pavements

The most recent Surrey CC guidance (Jan 2012) for rural areas suggests

One and two-bedroom flats	1 car space
One and two-bedroom houses	1.5 car spaces *
Three-bedroom houses	2+ car spaces *
Four + bedroom houses	2+ car spaces *

* Surrey CC notes it may be appropriate to consider increased provision.

The WNP consider the following should apply

One and two-bedroom flats	2 car spaces
One and two-bedroom houses	2 car spaces
Three-bedroom houses	3 car spaces
Four-bedroom houses	4 car spaces
Five + bedroom houses	4 car spaces

For flats and small houses dedicated to the elderly, retired and assisted living, one car space may be sufficient, provided shared spaces are available close by for a second car to cover a resident carer.

Essex County Council in 2009 had an independent survey carried out into parking and vehicle size requirements and reported general under provision of parking spaces on new developments ([Parking Standards Design and Good Practice, September 2009](#)).

Dimensions of parking spaces and facilities.

It may be noted that Essex CC only recognised a household garage as a space if it had minimum dimensions of 3.0m wide by 7.0m long. They noted many garages were totally

inadequate for modern vehicles. For parking spaces, the Department of Environment suggested in 1999 the dimensions for cars should be 2.4m by 4.8m and for light vans 2.4m by 5.5m.

In 2009 Essex CC proposed for cars, 2.9m by 5.5m and for vans, 3.5m by 7.5m representing a considerable increase.

WNP took a sample of popular cars; comprising medium, large and very large but excluding the exceptionally large pickup/sports trucks, Rolls Royce and similar and various Transit type vehicles, the following typical dimensions were established: -

Category	Width ex. mirrors (m)	Width inc. mirrors (m)	Length (m)
Medium	1.76 – 1.80	1.96 – 2.0	4.4 – 4.75
Large	1.8 – 1.9	2.05 – 2.1	4.9 – 5.04
Very Large	1.9 – 2.0	2.1 – 2.2	5.1 – 5.25

Note: - Fixed tow bars, rear mounted spare wheels, bull bars etc. are not included in the length.

Public Parking facilities

Using the DoE guidelines (1999), with cars parked centrally within the parking space and assuming a 0.1m clearance at the inner boundary of the parking space, it is clear that even a medium sized car could overhang the open end of the space; large and very large cars would all extend beyond the boundary. The design length proposed by Essex CC of 5.5m would seem to be a prudent provision and probably cater for light vans but certainly not the medium/heavy vans, which arguably should not be using public car parking facilities. Note that Essex CC used for the term vans, Mercedes Sprinter (7.35m) and a Ford Transit (6.4m).

The appropriate width of parking spaces raises other issues, since the entry and exit of passengers requires the doors to be opened. On a 2-door car, the doors tend to be much longer overall. The angle of the windscreen can also affect how wide the door needs to be to facilitate entry and exit. Other factors affecting the minimum opening width include the size and mobility of the occupant and the loading/unloading of children when using safety seats. Simple scoping tests suggested that 0.5 – 0.6m wide door opening would be sufficient for mobile occupants and in the extreme the door may need to be fully open, circa 0.9 – 1.0m. For the standard DoE bay width of 2.4m the minimum opening width the door would overhang the bay by 0.4 or 0.5m increasing to 0.7 or 0.8m for a fully open door. To accommodate this range a bay width of 2.9m would be a good compromise as recommended by Essex CC.

It would be possible to have a range of parking bay sizes but enforcing appropriate occupation could be problematic. Such a mixture would however enable more efficient use to the total parking area available. A further refinement that WNP has considered is an arrangement implemented by Sainsbury's supermarkets. They use a double lining with a rounded termination (see Figure 3). This helps drivers to park centrally and straight. With an increased bay width of 2.9m it is suggested that the width of the double lines should be increased from that generally used.

Separate parking is already provided for vehicles carrying children and disabled occupants. Should mixed parking be adopted it would seem best to separate vans and smaller commercial vehicles of the transit type.



Figure 3 Sainsbury's Alternative Parking Bay Marking

The sustainability objectives of the Plan with regards to parking are as follows:

- Create safe environments which do not undermine the quality of life or community cohesion;
- To provide everyone with the opportunity to live in a decent home;
- To promote accessibility;
- To achieve sustainable levels of prosperity and economic growth;
- To promote safe, sustainable and inclusive access to non-residential facilities;
- To promote sustainable forms of transport;
- To minimise the potential noise pollution;
- To improve air quality;
- To minimise the cumulative effects of climatic change; and
- To make the most efficient use of previously developed land and avoid unnecessary development of the countryside.

Appendix 2 – Sport Facilities

The sports facilities currently available in Windlesham include: football, cricket, tennis, bowls, road running, golf and horse riding. At the Lightwater Country Park there are in addition rugby, badminton, cross country running and a fully equipped gymnasium. The nearest swimming facilities are at Bracknell, which also includes squash and basketball, martial arts and an athletic track. Swimming and a fitness gymnasium are also available in Camberley and, for serious swimmers, a 50m competition pool with coaching is available in the University of Surrey Sports Park at Guildford. Special membership and coaching for young golfers is provided by the Windlesham Golf Club, and football coaching at the Field of Remembrance.

Residents requested extra sports facilities in the 2014 Survey, but there is very limited opportunity for providing new facilities in the WNP area. Clause 81 of the NPPF states: “Once Green Belts have been defined, Local Planning Authorities should plan positively to enhance the beneficial use of the Green Belt, such as looking for opportunities to provide access; to provide opportunities for outdoor sport and recreation; to retain and enhance landscapes, visual amenity and bio-diversity; or to improve damaged and derelict land.”

Because of these guidelines it was decided to investigate the possibility of using the site presently used by the M3 contractors. The contractor has to reinstate the site to its original state as part of the existing contract. The possibility of reinstating the area as playing pitches has been considered, as the existing hard standing would form a good base on which to lay a part grass and part artificial turf playing pitch as used at Wembley and Twickenham. This proposal was not developed further because it was felt that if the pitch were laid it would lead to further development of changing rooms, car parking, security and other facilities which would mean intruding into the Green Belt between villages. This is something residents have indicated they do not wish to see.

Appendix 3- Cycleways

The 2014 Survey asked “if there were enough public cycleways”; 35% said “Yes”, 35% said “No” and 29% were not sure. The 2015 Survey was more specific and asked respondents to indicate their priority to 7 locations. Those returning “not necessary” ranged from 21% to 34%. Those responding positively were 66% or more; this was a far stronger favourable response than the 2014 Survey gave.

The actual results of the 2015 Survey are plotted in Figure 4 Priority Ranking for Cycleways; the figures are the raw percentages without any weighting. The top 3 in order are from Windlesham to Lightwater, Sunningdale and Bagshot.

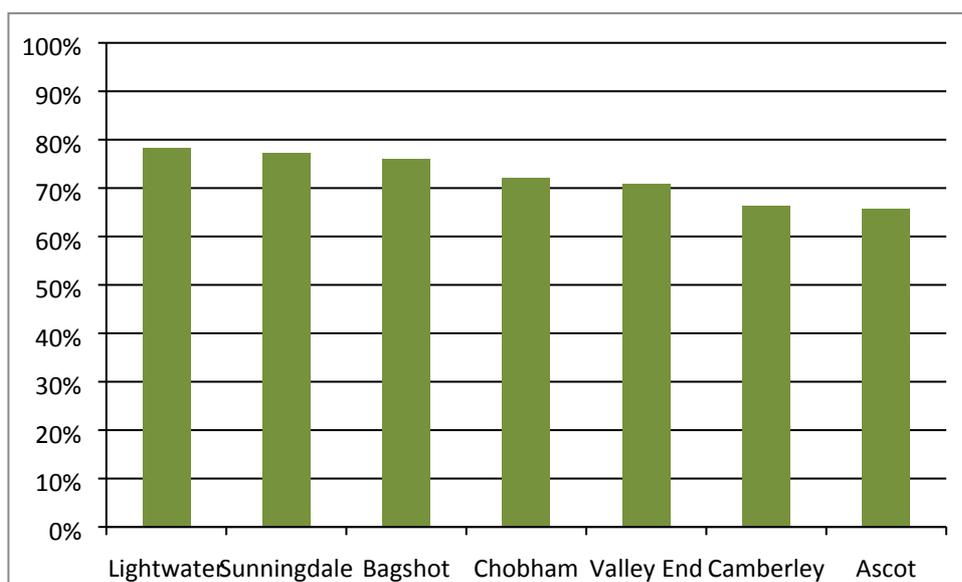


Figure 4 Priority Ranking for Cycleways

At the current time there are no dedicated cycleways within Windlesham. Serious cyclists use the main roads and lanes despite the heavy traffic and the obstructions created by parked vehicles. Cycle club runs are seen at most weekends, many appearing to be clubs based in the townships of south west London.

Triathlon events sponsored by Thorpe Park Triathlon Club, use the roads around Lyne, Longcross, Sunningdale Road and Highams Lane; these events only take place at weekends and usually early on Sunday morning.

It is important to note that the majority of the cyclists using the roads use “road bikes” which are not suitable for off-roading or even dirty, debris strewn and potholed main road surfaces.

Appendix 4 – Statistical Data from NP Housing Report 2015

Table 1 Age Profiles for 2001 and 2011

Age Group	2001		2011		2001 Avg. No. per Yr.	2011 Avg. No. per Yr.
	Number per Group	%	Number per Group	%		
0 - 4	291	6.7	252	5.7	58	50
5 - 7	185	4.2	177	4	62	59
8 - 9	139	3.2	131	3	70	66
10 -14	350	8	294	6.7	70	59
15	54	1.2	50	1.1	54	50
16-17	80	1.8	89	2	40	45
18-19	66	1.5	70	1.6	33	35
20-24	149	3.4	144	3.3	30	29
25-29	157	3.6	140	3.2	31	28
30-44	1111	25	833	19	74	56
45-59	1019	23	1096	25	68	73
60-64	220	5	314	7.2	44	63
65-74	305	7	449	10	31	45
75-84	186	4.3	253	5.8	19	25
85-89	45	1	68	1.6	9	14
90 & over	20	0.5	32	0.7	-	-
Total	4377		4392			
Male	2192		2185			
Female	2185		2207			

Table 2 Employment – Type of Work

Residents Aged 16 - 74 Years in Employment	2001		2011	
	No.	%	No.	%
1. Managers, directors and senior officials	674	30	496	22
2. Professional occupations	361	16	515	23
3. Associate professional and technical occupations	361	16	403	18
4. Administrative and secretarial occupations	312	14	246	11
5. Skilled trades occupations	141	6.3	161	7.3
6. Caring, leisure and other service occupations	139	6.2	149	6.7
7. Sales and customer service occupations	97	4.4	109	4.
8. Process, plant and machine operatives	44	2.0	49	2.2
9. Elementary occupations	100	4.5	87	3.9
All categories: Occupation	2229		2215	

Table 3 Method of Travel to Work

Method of Travel	2001		2011	
	No.	%	No.	%
Working at/from home	312	14	249	11
Underground/metro	4	0.2	10	0.5
Trains	147	6.6%	185	8.4
Bus/Coach	16	0.7	9	0.4
Taxi	4	0.2	2	0.1
Motor cycle, moped etc.	14	0.6	9	0.4
Driving car or van	1575	71	1559	70
Passenger in car or van	62	2.8	67	3.0
Bicycle	26	1.2	23	1.0
On foot	60	2.7	81	3.7
Any other method	9	0.4	21	1.0
Total	2229		2215	

Table 4 Accommodation Type (ONS Ref KS401EW) - 2011

Type of Dwelling	Total	
	No	%
Detached house/bungalow	1164	61
Semi-detached house/bungalow	400	21
Terraced house/bungalow	152	8.0
Flats/maisonettes/apartments		
Purpose built	83	4.4
Converted dwelling	66	3.5
Flats/apartments in commercial building	26	1.4
Caravans/mobile/temporary structure	5	0.3
Total	1896	

Note: Includes occupied and vacant dwellings in the count

Table 5 Tenure of Dwellings (ONS Ref 2001 UV63 and 2011-KS402EW)

Type of Dwelling	2001		2011	
	No.	%	No.	%
Owners	1478	86	1479	83
Outright	627	37	718	41
Mortgage	851	51	761	43
Social rented	68	3.9	78	4.4
from Council	3	0.2	13	0.7
from Others	65	3.9	65	3.7
Private rented	141	8.2	196	11
Landlord/Agency	122	7.2	179	10
Employer	8	0.5	17	1.0
Relative/Friend	8	0.5		
Living rent free	39	2.3	26	1.5
Total	1726		1782	

Note: Figures exclude normally vacant properties.

Table 6 Number of Cars per Household

No. of Cars per Household	2001		2011	
	No	%	No	%
0	108	6.3	99	5.6
1	507	29	495	28
2	821	48	873	49
3	209	12	217	12
4+	76	4.4	98	5.5
Totals no. households	1721		1782	
Total no. of Cars (approx.)	3106		3284	

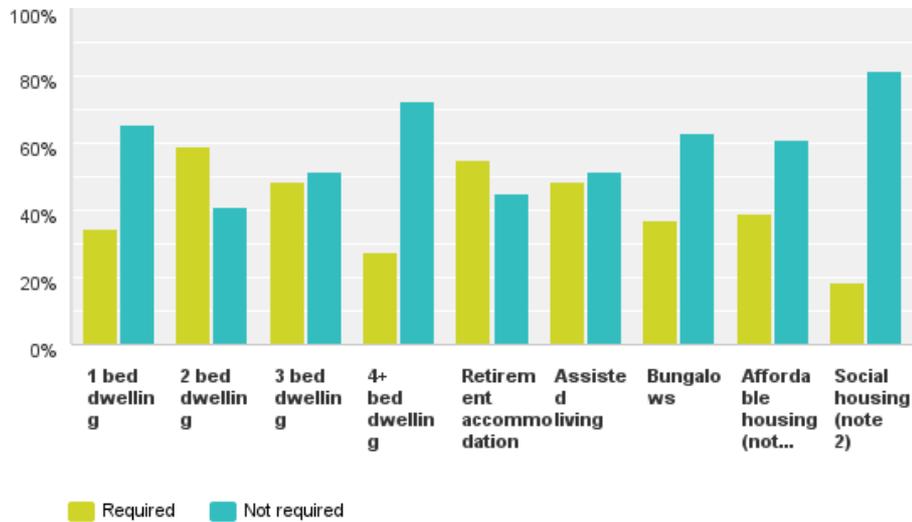
Appendix 5 – Data Analysis of Surveys Conducted as Part of WNP Consultations

Section 1

WNP Organic Growth see Policy WNP1.1 is defined as sustainable growth of 1-2%

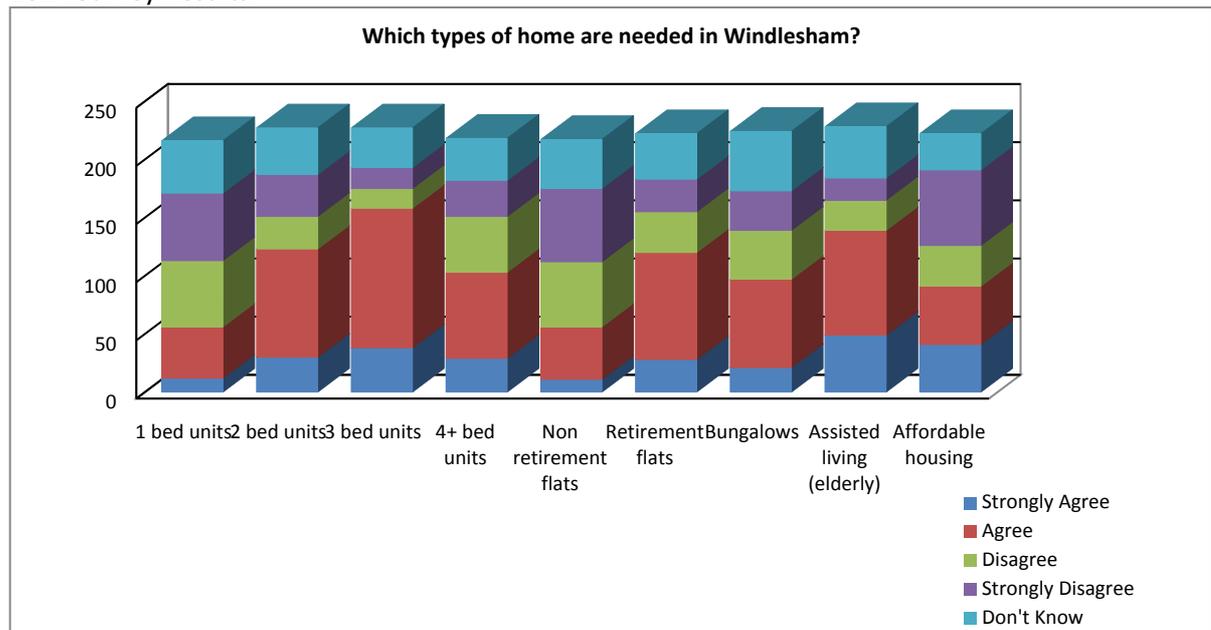
Section 2 – Housing Type Mix

2015 Survey Results:



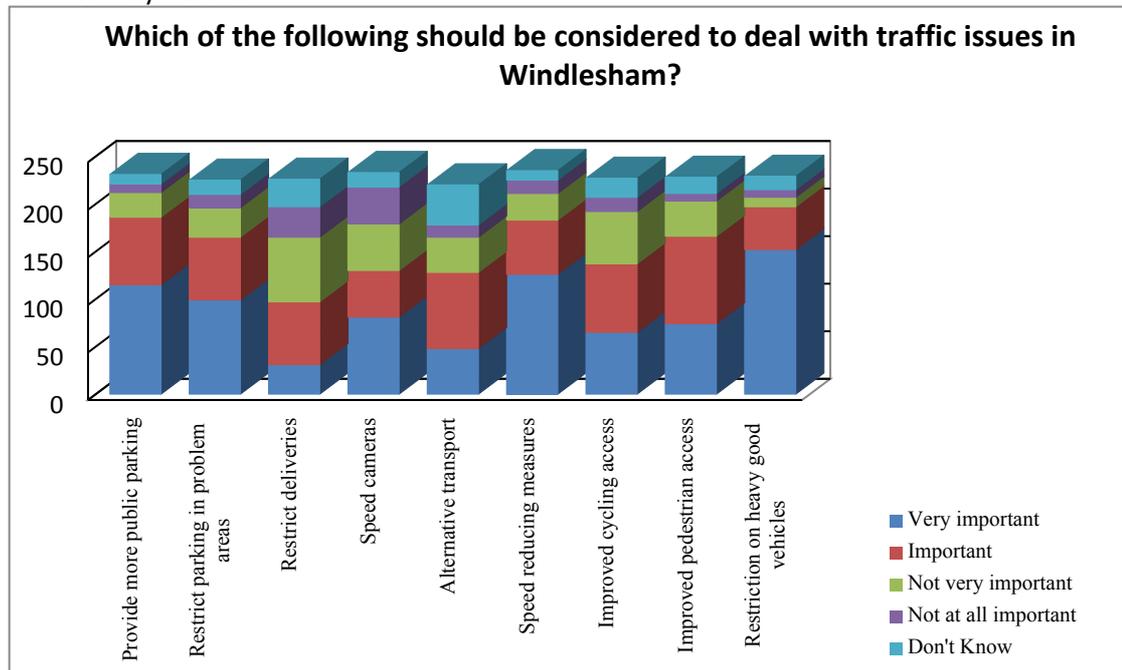
Responses based on 347 responses

2014 Survey Results:



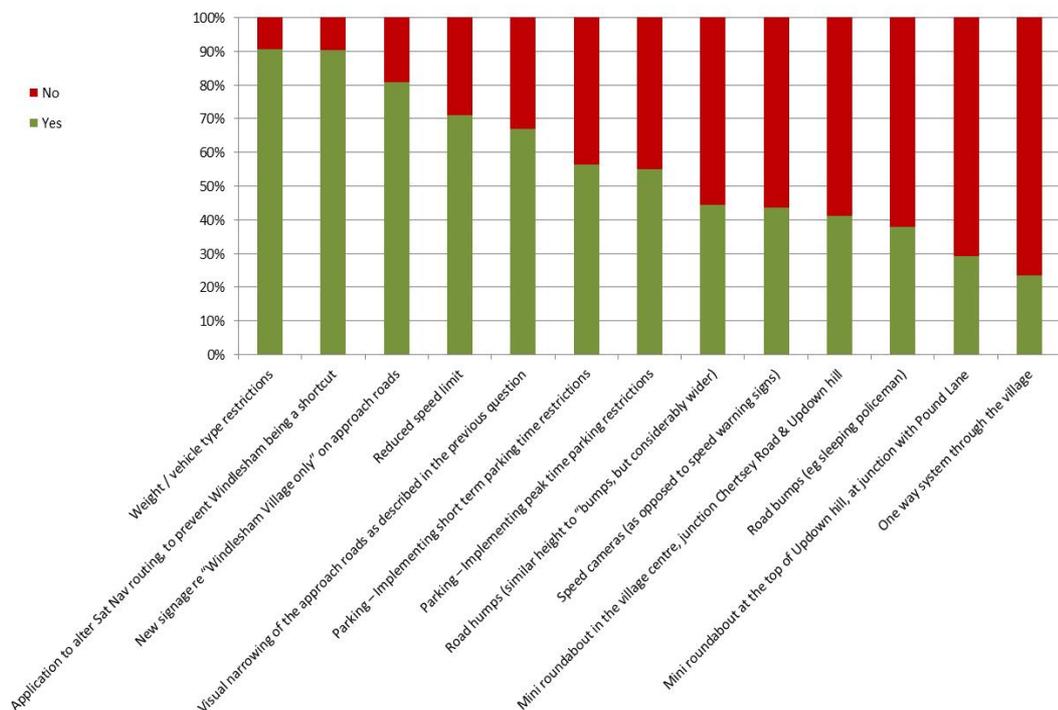
Section 3 – Traffic Issues

2014 Survey Results:



Section 4 – Traffic – Alternative Measures

2015 Survey Results:

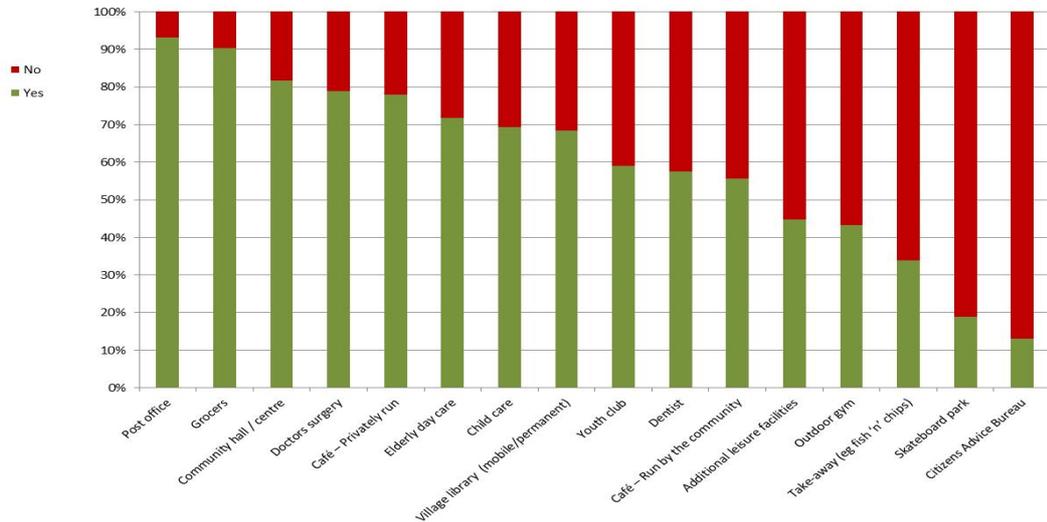


Responses Above are based on 319 responses.

Section 5 – Village Facilities

Survey 2015 Results:

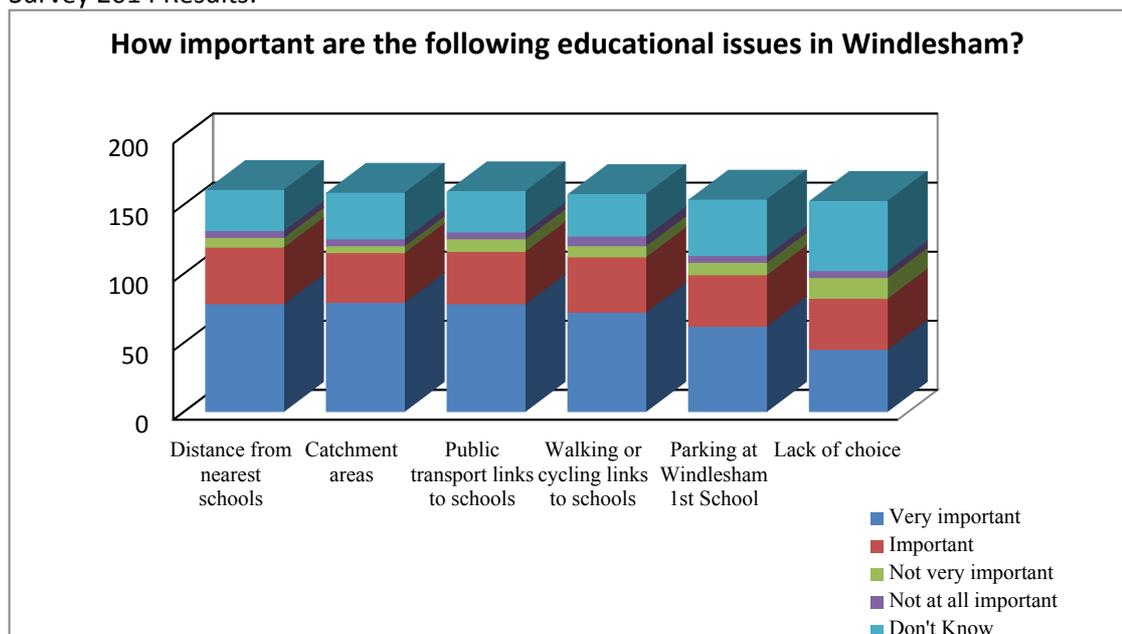
Which of the following services would you like to see retained, improved or provided?



Responses Above are based on 322 responses.

Section 6 – Environment

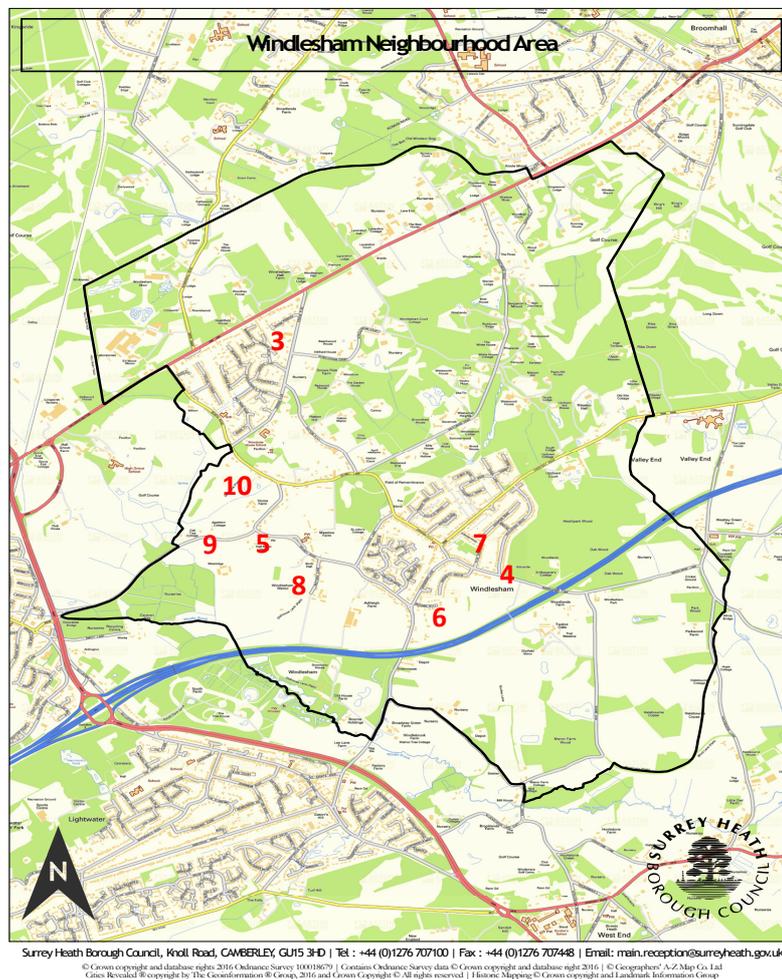
Survey 2014 Results:



Appendix 6 – Photo References

Front Cover	Church of St John the Baptist, Windlesham
Photo 1&2	Residents attending the residents' consultation meeting in 2016
Photo 3	Housing in Bosman Drive, Snobs Ride
Photo 4	Housing in Heathpark Drive
Photo 5	Houses in Church Road built between mid-19 th century to late 20 th century
Photo 6	Lees Court, Thorndown Lane, charitable rented accommodation
Photo 7	Windlesham Village Hall
Photo 8	Housing in conservation area
Photo 9	Footpaths from School Road and Church Road
Photo 10	Open fields adjoining School Road approaching village centre

Map depicting location of photos



Appendix 7 – General References

General References

National Planning Policy Framework 2012

Surrey Heath Local Plan 2000 (largely superseded)

Surrey Heath – Core Strategy & Development Management Policies
2011 – 2028 (adopted 2012)
(CSDMP)

NP Study Document on Housing and Related Topics 2015 (NP Housing Study Document)

Supplementary Planning Guidance – Residential Development in Settlement Areas,
Development Control Guidance SHBC 2002

Planning Policy Guidance 2: Green Belts published January 1995

Statistical Data

Office for National Statistics
Windlesham Ward
Census 2001 and Census 2011

Summary of Responses to Windlesham NP Surveys 2014 & 2015

Specific Reference

The History of Bagshot and Windlesham by Marie de G. Eedle
Pub. Philimore & Co Ltd 1977

Updown Hill, Windlesham Conservation Area.
Pub. SHBC March 2000

Information leaflet: Church Road/Kennel Lane, Windlesham Conservation area
Pub. SHBC January 2006

Parking Standards, Design and Good Practice
Essex County Council, 2009

SANGS - Guidelines for the creation of SANGS
Natural England, June 2008

SANGS: Guidelines for the Creation of SANGS
Supplementary Planning Document Thames Basin Heaths
Special Protection Area Avoidance
Pub. SHBC January 2012

Appendix 8 – Windlesham Village Rejuvenation Project

Objective

- *Preserve and enhance the character of Windlesham village centre;*
- *Deliver a viable attractive shopping centre and desired community facilities;*
- *Ensure all residents have easy access to community facilities and community green open spaces for leisure and recreation;*
- *Deliver additional parking capacity and community amenities;*
- *Minimise the impact of development on the natural and built environment; and*
- *Protect the biodiversity of our area, our wildlife and its habitat, and our trees.*
- *Seek ways of addressing the problem of traffic congestion on our roads and lack of parking; and*
- *Create, through the planning system, an environment that makes it attractive for micro, small and medium-sized business and shops to locate and flourish in the area;*
- *Retain the current employment sites and provide sustainable employment opportunities for those who live within and outside the area.*

Background:

[The Windlesham Village Rejuvenation Project](#) is entirely separate from the Plan, and has been set up to address several issues raised as part of the Plan process.

The following were raised as major issues in the responses to both the 2014 and 2015 survey:

- The apparent demise of the village centre as a place to visit and shop;
- The volume, speed and size of vehicles passing through the village;
- The number of vehicles using village roads as ‘rat runs;’
- The lack of both on and off-street parking in the village centre;
- The large number of vehicles parking on pavements making it impossible for pedestrians to pass;

To address these problems it was decided to appoint Traffic Planning Consultants to review this situation and make recommendations. The objectives were given to Phil Jones Associates, the appointed consultants, and are shown in Chapter 1 of [their report](#).

In the latest 2015 resident survey, the results of the voting were as follows:

- 74% in favour of obtaining the further development of the scheme
- In answer to the following statement “WNP support the concepts proposed in the Village Rejuvenation Vision Statement, and encourages SCC to treat the contents of the document as a framework for future work on the highways within the village”

74% in favour of obtaining the further development of the scheme.

88% of people attending the residents meeting in September 2016 voted in favour of the proposals.

Windlesham Village Rejuvenation Project

Where appropriate, planning applications in the WNP area, which demonstrate how they support delivery of the improvements identified in the Windlesham Village Rejuvenation Project, shall be considered.

The WNP encourages SCC and other authorities, to consider the contents of the Steering Groups’ proposed Village Rejuvenation Project as a framework for future work on the highways and surrounding areas within the WNP area where appropriate. The WNP Steering Group proposal, prepared as a vision for the Windlesham Village Rejuvenation project, can be found [here](#).

Appendix 9 – Issues & Recommendations outside scope of the WNP

The results of the surveys and analysis done as part of the WNP process have seen a number of issues having been raised by local residents that fall outside of the remit of the WNP to address. These relate to concerns over aspects such as traffic speeding / volume on local village roads, pollution, parking concerns, pathways, transportation, education, quality of road maintenance etc.

As a result, these concerns have been passed to the local councils for their due consideration and the report can be found [here](#).

Appendix 10 – Glossary / Definitions

<i>LWS</i>	Local Wildlife Sites
<i>SSSI</i>	Site of Specific Scientific Interest
<i>SPA</i>	Special Protection Areas which have been identified as being of international importance for the breeding, feeding, wintering or the migration of rare and vulnerable species of birds found within European Countries. They are European designated sites, classified under the Birds Directive.
<i>Landmark Buildings</i>	A building of merit closely identified with its local surroundings.
<i>Heritage Buildings</i>	A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage assets include designated heritage assets and assets identified by the local planning authority.