



Draft Surrey Heath Local Plan: Preferred Options (2019 – 2038)

Regulation 18 Consultation Version



March 2022

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Foreword

- 1.1. In Surrey Heath, we are fortunate to live in an attractive environment with a good quality of life. We are preparing a new Surrey Heath Local Plan which will guide development in the Borough up to 2038. This will ensure that we can meet future development needs whilst protecting and enhancing the environmental and community assets that are valued by our residents. In having an up-to-date Local Plan in place we have greater control over what type and quality of development takes place and where it is located.
- 1.2. This Draft Local Plan sets out draft planning policies and site allocations that will set the planning framework for the type and location of new homes to be built, the protection of employment sites and the enhancement of our town, village and local centres. This will be alongside the protection of the Green Belt, countryside and important ecological and heritage assets, with new development delivering enhancements to biodiversity and high quality design that takes into account the need to reduce our carbon emissions. Inherent in our policies is the need to protect and enhance the important qualities of our individual communities across the Borough recognising both the need for regeneration within Camberley town centre, and the valuable contribution that our rural communities make to quality of life in the Borough.
- 1.3. More specifically, the Local Plan supports the delivery of about 6,000 new homes in the Borough, many of which already have planning permission. This will include a high proportion of much needed affordable homes. The focus for new homes is in Camberley town centre and in the west of the Borough, with continued support for the current development at Mindenhurst for 1,200 homes.
- 1.4. This is an early stage in the Local Plan process and I would strongly recommend that you take the time to comment on this Draft Local Plan, and influence the development of our future planning policies. Further details on how to get involved are set out in the next section of this Plan.
- 1.5. All comments received will be used to inform a further version of the Local Plan which will be subject to a further round of public consultation.
- 1.6. Finally, I would like to thank the Chair and all of the members of the cross-party Local Plan Working Group for the time and commitment they have put in to the preparation of this Draft Local Plan.

Councillor Alan McClafferty
Leader of the Council



How to Get Involved

- 1.7. Surrey Heath Borough Council is preparing a new Local Plan which will guide the location, scale and type of future development in the Borough up to 2038. This document provides an opportunity to take part in its preparation.
- 1.8. Through this Draft Surrey Heath Local Plan: Preferred Options consultation document we are seeking your views on key planning issues for the Borough and the options that could help us address them. The draft Plan sets out detailed draft planning policies and site allocations for your comments. We are interested to hear from everyone interested in planning and development in Surrey Heath, including residents, businesses, community groups and all other interested stakeholders.
- 1.9. In addition to the preferred options set out in the Draft Local Plan you can also suggest any issues or options you feel are missing. You are welcome to comment on every part of the document or just the topics that you are specifically interested in. The consultation aims to capture your views on the key planning issues and preferred options for the spatial strategy and development management policies for Surrey Heath Borough. This is sometimes referred to as a Regulation 18 consultation¹.
- 1.10. Figure 1 of this document shows the further opportunities to comment as the Surrey Heath Local Plan (2019 – 2038) progresses. In addition, our Local Development Scheme (LDS)² sets out the detailed timetable for the development of the Local Plan and provides further information on the consultation stages.
- 1.11. What you tell us during this consultation will help us to develop the best planning and development management policies for Surrey Heath Borough. We would encourage you to get involved.
- 1.12. The Council has also prepared a booklet of mapping changes that would be made to the existing Local Plan Policies Map as a result of policies in this Draft Plan. The Plan is also supported by a number of evidence base documents and an Interim Sustainability Appraisal which is also available for comment. Further information on these is set out in Section 1 of this Plan.

¹ Regulation 18 of The Town and Country Planning (Local Planning) (England) Regulations 2012 - 'Preparation of a Local Plan'.

² Available online at: www.surreyheath.gov.uk/residents/planning/planning-policy/planning-and-supplementary-planning-documents/local-development.



About this Consultation

- I.13. The Draft Surrey Heath Local Plan: Preferred Options (2019 – 2038) document is available for public consultation between **12:00 noon on 14 March 2022** and **12:00 noon on 09 May 2022**.
- I.14. You can submit your feedback online by completing the comments form at:
I. XXX.
- I.15. A summary of the plan, with an option to submit feedback, can be found online at:
I. XXX.
- I.16. Alternatively, you can email your comments to: planning.consultation@surreyheath.gov.uk.
- I.17. If it is not possible to use electronic communication, send your comments by post to:
Planning Policy
Finance and Customer Services Directorate
Surrey Heath Borough Council
Surrey Heath House
Knoll Road
Camberley
Surrey GU15 3HD
- I.18. In your response, please highlight which Policy, Section, and Paragraph(s) you are referring to.
- I.19. The Draft Local Plan, alongside all supporting evidence-base documents, can be viewed online at <https://www.surreyheath.gov.uk/residents/planning/planning-policy>. Documents can also be viewed on paper at the Council's Offices in Knoll Road Camberley upon request. The Draft Local Plan and key supporting documents can also be viewed in libraries throughout the Borough. Information on events taking place as part of the Local Plan consultation can be found online at: https://apps.surreyheath.gov.uk/apps/local_plan/.
- I.20. Please return your comments to Surrey Heath Borough Council by **12:00 noon on 09 May 2022**.

Data Protection

- I.21. Any personal details submitted as part of a representation will be processed by Surrey Heath Borough Council in accordance with the General Data Protection Regulations (GDPR) and the Data Protection Act 2018 and used only in connection with the development and adoption of the Surrey Heath Local Plan.



- 1.22. Please note that the Council will not accept anonymous, abusive or defamatory comments. Comments cannot be treated as confidential and your name, organisation and response will be made publicly available once we publish responses. Further detail on how your personal information will be managed is available on the Local Plan consultation webpage and more general information about how the Council manages your data can be found at <https://www.surreyheath.gov.uk/council/information-governance/how-we-use-your-data>.



I. Introduction and Context

Introduction

- I.23. Surrey Heath Borough Council is preparing a new Local Plan which will guide the location, scale and type of future development in the Borough up to 2038. The Plan will support the provision of new homes and appropriate infrastructure, the protection of employment sites and the vitality of our town, district and local centres. Policies in the Local Plan will also protect those aspects of the Borough which are valued by local people and contribute to its character, including the Green Belt, open spaces and historic assets.
- I.24. Planning Regulations state that planning applications should be determined in accordance with the Development Plan unless material considerations indicate otherwise. Once adopted, the policies within the Surrey Heath Local Plan, together with any made neighbourhood plans, will be the framework against which any planning applications in the Borough will be assessed.

Why are we preparing a new Plan?

- I.25. Surrey Heath Borough Council as a Local Planning Authority is required, in line with Government legislation and guidance, to prepare, and maintain, an up-to-date Local Plan. Planning policies guiding development in Surrey Heath are currently contained in a number of documents including the Camberley Town Centre Area Action Plan, 2014, the Core Strategy and Development Management Policies 2012, and saved policies from the 2000 Surrey Heath Local Plan.
- I.26. Since these documents were prepared, there have been changes to Government planning policy and legislation that mean our policies need to be reviewed to ensure that they are up to date. This means that the policies will have the most weight in making planning decisions.
- I.27. The Surrey Heath Local Plan, once adopted, will replace the documents referenced above.
- I.28. In June – July 2018 the Council consulted on a Draft Local Plan Issues and Options/Preferred Options document. Since this consultation the Government has issued revised national planning policy, most recently a revised National Planning Policy Framework in July 2021. A further consultation on Draft Policies and site allocations is therefore being undertaken to ensure that the Council has a robust planning strategy in line with current national planning policy and guidance. The responses to the 2018 Draft Plan consultation have been used to help inform this 2022 version of the Draft Plan. Further information on the outcome of this consultation is set out in the Context Section of this Plan.



What happens next?

- 1.29. This is not the final stage of the Local Plan but an early stage in the process. Your comments, and the completion of further pieces of evidence including a Transport Assessment and Viability Assessment, will be used to inform the next version of the Local Plan known as the Pre-Submission version, also known as the Regulation 19 (Publication) stage of the Local Plan process. Following further consultation on the Pre-Submission Plan, the Plan and associated representations and evidence will be submitted to the Secretary of State for independent examination.
- 1.30. The timetable for preparing the next stages of the Local Plan is set out below and can be found in more detail at: <https://www.surreyheath.gov.uk/residents/planning/planning-policy/planning-and-supplementary-planning-documents/local-development>.

Table 1 – Local Plan timetable

Stage	Dates
Draft Local Plan Consultation Interim Sustainability Appraisal Consultation	This stage 14 March to 9 May 2022
Pre-Submission Consultation on the Local Plan Consultation on the Sustainability Appraisal	January to February 2023
Submission of the Plan and supporting evidence to the Secretary of State for Examination	June 2023
Local Plan Examination (Hearing sessions)	August 2023
Local Plan Adoption	December 2023

Further Information:

- 1.31. Please contact a member of the Planning Policy team at planning.consultation@surreyheath.gov.uk, or call our Contact Centre on **01276 707100** if you have any queries regarding this Draft Local Plan consultation.

Copyright Statement

- 1.32. The following copyright statement applies to all maps featured in this document;

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Local Plan Context

- 1.33. In preparing a new Local Plan, the Council has to have regard to national, regional and local policies, plans and strategies as well as relevant legislation³. Policies and allocations must also reflect the local evidence base that is prepared to support the Plan. Where appropriate, links to relevant evidence base studies and other policies and strategies are provided within this document. The evidence base can be viewed at <https://www.surreyheath.gov.uk/residents/planning/planning-policy/evidence-base> and in hard copy at the Council offices at Knoll Road, Camberley during normal office hours. In addition to technical evidence on issues such as Climate Change, flooding, housing and employment, the evidence base also includes a number of Topic Papers which the Council has prepared, setting out further background to the draft policies and allocations.
- 1.34. At the end of 2020, the Council undertook what is known as a 'Call for Sites'. This invited anyone with an interest in land, potential sites and broad locations for development to submit these to the Council for consideration for inclusion within the new Local Plan. The information provided through the 'Call for Sites' as well as an analysis of development opportunities by the Council using other sources of information has been used to inform the identification of sites which the Council considers are suitable for allocation within this new Local Plan.
- 1.35. This Draft Plan has been prepared over the period of the Covid-19 pandemic. As yet, it is not known what the longer-term effects might be on the way people live, work, shop and travel in the Borough. For example, the trend toward online shopping has been accelerated and seems likely to continue, but it is difficult to predict to what extent people will return to town centres for shopping. Following the close of consultation on this draft Plan the evidence base will be reviewed to determine if updates are needed to reflect changes as a result of the pandemic.
- 1.36. A summary of the key considerations that the Council has taken into account in preparing the Draft Local Plan, in addition to the local evidence base, are set out below.

³ Including the Planning and Compulsory Purchase Act 2004, the Localism Act 2011 and the Town and Country (Local Planning) Regulations 2012.



Previous Draft Local Plan Consultation, 2018

- 1.37. As set out in the introduction, the Council consulted on a Draft Local Plan Issues and Options/Preferred Options document in June/July 2018. That draft Plan covered the period up to 2032 and sought views on a range of Policy approaches and allocations. A total of 335 separate individuals or organisations responded to the draft Plan. A summary of comments and the Council's response to those can be viewed on the Local Plan evidence page.
- 1.38. This draft version of the Local Plan has developed the Policy approaches set out in the 2018 consultation further and now includes detailed policy wordings for comment as well as identifying the Council's preferred sites for housing and other uses. The plan period has been extended and now runs until 2038.

National Planning Policy and Guidance

- 1.39. Government planning policy is set out in the National Planning Policy Framework⁴ (NPPF) 2021, and Planning Policy for Traveller Sites (2015). The NPPF sets out national planning policy on topics such as housing and employment needs, town centres, the natural and historic environments and on development within the Green Belt. The NPPF sets out a presumption in favour of sustainable development and local planning authorities are expected to plan positively for the needs of their area. The local plan must be in conformity with policies in the NPPF and this will be tested by an Inspector during the Local Plan Examination.
- 1.40. The NPPF is supported by on-line National Planning Practice Guidance⁵ (NPPG) which details out more fully how the government expects national planning policy to be implemented.

Saved Regional Guidance

- 1.41. The South East Plan set out regional policies for the South East of England. In March 2013 policies in the South East Plan were revoked by Government with the exception of Policy NRM6 which relates to the Thames Basin Heaths Special Protection Area (SPA). The Thames Basin Heaths cover most of the heathland areas within the Borough and the whole of Surrey Heath is within 5km of the SPA. This Policy therefore needs to be considered in producing a new Local Plan.

⁴ Available online at: <https://www.gov.uk/government/publications/national-planning-policy-framework--2>.

⁵ Available online at: <https://www.gov.uk/government/collections/planning-practice-guidance>.



Local Enterprise Partnership

- 1.42. The Borough is part of the Enterprise M3 Local Enterprise Partnership (EM3 LEP) and must therefore have regard to the strategic growth ambitions for the LEP area set out in the Strategic Economic Plan 2018 – 2030 (SEP)⁶ and emerging Local Industrial Strategy (LIS)⁷. Camberley is identified by the LEP as a ‘Step-up Town’ which is an area of latent economic potential and which currently experiences barriers to growth that impact upon the performance of the Enterprise M3 area. Some of the work that has been undertaken to date on the LIS highlights the regional importance of Camberley and Frimley as both population and employment centres.

County wide Plans and Strategies

- 1.43. Surrey Heath Borough lies in a two-tier authority area and Surrey County Council therefore delivers many of the services which support our communities. These include the provision of school places as Local Education Authority and of highway safety and improvement measures in its role as Highway Authority. The County Council is also responsible for Minerals and Waste Planning and a new Surrey Waste Local Plan 2019 – 2033 was adopted in December 2020. This will be replaced by a Joint Surrey Minerals and Waste Local Plan to be prepared between 2021 and 2024.
- 1.44. The Surrey Heath Local Plan will need to support and help to deliver plans and strategies relating to the services delivered by the County Council. These include the Surrey Local Transport Plan 2011 – 2026 (being replaced by Local Transport Plan 4 2022 - 2032) and the School Organisation Plan 2020 – 2030.

Surrey Heath Plans and Strategies

- 1.45. The Local Plan should also support the delivery of other plans and strategies produced by the Borough Council. These include the Council’s Five Year Strategy 2022 - 2027⁸ which is set out under the themes of:
1. Environment
 2. Health and Quality of Life
 3. Economy
 4. Effective and Responsive Council

⁶ The SEP can be viewed at <https://www.enterprisem3.org.uk/sites/default/files/2020-02/Strategic%20Economic%20Plan%202018.pdf>.

⁷ Available online at: <https://www.enterprisem3.org.uk/local-industrial-strategy>.

⁸ Available online at: <https://www.surreyheath.gov.uk/council/about-council/five-year-strategy>.



- 1.46. Local Plan policies will play a significant role in meeting the aims set out under each of these themes. This includes, for example, the protection and enhancement of green spaces and biodiversity, policies and allocations relating to the delivery of new homes and to affordable housing and the requirement for appropriate infrastructure alongside new development. Other Borough wide plans and strategies relevant to the Local Plan include the Surrey Heath Economic Development Strategy 2020⁹, the Surrey Heath Borough Annual Plan¹⁰ and the annual Infrastructure Funding Statement¹¹.
- 1.47. In preparing the new Local Plan, consideration has also been given to which policies from the existing Local Plan in the Core Strategy and Development Management Policies 2011 – 2028 and the Camberley Town Centre Area Action Plan 2011 – 2028 should be carried forward, reviewed or replaced.

Neighbourhood Plans

- 1.48. Parish Councils or Neighbourhood Forums have the ability to create neighbourhood plans to create a local vision and planning policies for a designated Neighbourhood Area. Once adopted, neighbourhood plans form part of the statutory development plan and are a material consideration in the determination of planning applications. Windlesham Neighbourhood Plan was formally 'made' part of the Surrey Heath Development Plan in June 2019 and other neighbourhood plans are in preparation. Neighbourhood plans can provide an additional level of local planning policy but must be in general conformity with the strategic policies in the Local Plan once these are adopted. Appendix 3 provides a list of the draft strategic policies for the purposes of preparing neighbourhood plans.

Cross boundary working

- 1.49. The Council is required to work with other local authorities and organisations on strategic cross boundary planning issues under a legal 'duty to co-operate'. These issues include those related to housing, employment, transport and the Thames Basin Heaths Special Protection Area.

⁹ Available online at: <https://www.surreyheath.gov.uk/business/economic-development/economic-development-strategy>.

¹⁰ Available online at: <https://www.surreyheath.gov.uk/sites/default/files/documents/council/Final%20Annual%20Plan%202021.22.pdf>.

¹¹ Available online at: <https://www.surreyheath.gov.uk/sites/default/files/documents/residents/planning/Infrastructure%20Funding%20Statement%202019-20%20Final.pdf>.



- 1.50. Surrey Heath lies within a Housing Market Area and Functional Economic Area with Hart District Council and Rushmoor Borough Council. The Rushmoor Local Plan 2014 – 2032 was adopted in February 2019 and the Hart Local Plan 2014 – 2032 in April 2020. Specific discussions on meeting unmet housing needs have been undertaken with Hart and Rushmoor Councils as set out in more detail in the supporting text to Policy SS1: The Spatial Strategy.
- 1.51. The duty to co-operate is an ongoing process and engagement with relevant duty to co-operate bodies has informed this version of the Plan. The Council has produced a Duty to Co-operate Compliance Statement alongside the draft Local Plan which sets out the duty to co-operate engagement and outcomes to date. Draft Statements of Common Ground relating to cross boundary issues have also been prepared with some key duty to co-operate partners and can be viewed on the Local Plan evidence webpage.

Sustainability Appraisal

- 1.52. The Strategy and policies in the Local Plan must contribute to the delivery of sustainable development. This is assessed by undertaking a Sustainability Appraisal (SA). Reasonable alternative policy options (where they exist) have been tested against a set of social, environmental and economic objectives. An Interim SA has been prepared to inform this version of the Local Plan and builds on the Interim SA undertaken alongside the 2018 version of the Local Plan.
- 1.53. The Interim SA, 2022 is subject to a eight week consultation alongside this Draft Local Plan and can be viewed from the Local Plan webpage.

Habitat Regulation Assessment

- 1.54. The purpose of the Habitat Regulation Assessment (HRA) is to identify any areas of the Draft Plan that have the potential to cause any likely significant effect on Natura 2000 or European Sites (Special Areas of Conservation (SACs), Special Protection Areas (SPA) and Ramsar Sites), either in isolation or in combination with other plans or projects. This includes the effects of air quality. Where such effects are identified mitigation strategies will need to be devised. The whole of Surrey Heath is within 5km of the Thames Basin Heaths Special Protection Area (SPA) and therefore the Local Plan needs to be subject to HRA.
- 1.55. A Habitats Regulation Assessment has been prepared to support this Draft Plan. This concludes that there will be no adverse effects of the Draft Plan on the Thames Basin Heaths SPA and Thursley, Ash, Pirbright & Chobham SAC regarding recreational pressure, both alone and in-combination. No additional policy recommendations are made for inclusion in the Plan.



- I.56. Further work on air quality will be undertaken prior to the next stage of the Local Plan and alongside the Transport Assessment. This will inform a further version of the HRA as well as the next version of the Local Plan.

Climate Change

- I.57. The Council has a statutory duty to ensure that its policies contribute to tackling climate change.
- I.58. In May 2019 the Government declared a climate change emergency and in June of that year the Climate Change Act was amended to set a new emissions target for the UK of net zero greenhouse gases by 2050. In October 2019, Surrey Heath Borough Council declared a Climate Change emergency and committed to become carbon neutral across its own estate and operations by 2030 and subsequently adopted a Climate Change Action Plan. To ensure that the Local Plan policies take proper account of climate change, the Council commissioned a Climate Change Study to inform the Plan. This can be viewed in the Local Plan evidence base.

Health

- I.59. The built and natural environment can have a significant influence on health and wellbeing. The design and location of new development can influence physical activity levels, travel patterns, social connectivity, and mental and physical health. Good health is also linked to quality of housing and opportunities for employment as well as access to leisure, culture and green spaces.
- I.60. Policies in this Plan will collectively contribute to improving health and wellbeing. This includes the requirement for a Health Impact Assessment for certain developments; ensuring there is an appropriate supply of employment land and premises to meet future employment needs; ensuring a continuing supply of housing to meet future local needs; protection and enhancement of green infrastructure; encouraging the use of sustainable travel modes as well as minimising pollution. Policies also ensure the delivery of appropriate infrastructure (including health) alongside new development and the Plan has a specific Policy supporting Frimley Park Hospital.

Monitoring and Review

- I.61. In order to assess whether the Local Plan is delivering the Vision and Objectives set out later in this Plan, appropriate monitoring mechanisms need to be in place. Section 10 sets out a monitoring framework which will be reported through the annual Authorities Monitoring Report. This will include monitoring the delivery of new homes and amount of employment and retail floorspace.



- 1.62. The Council is required to review the Local Plan every five years from adoption. Section 10 of this Plan also sets out the circumstances whereby a review may be needed earlier than this because of other factors, such as significant changes to national policy or where targets in the Local Plan are not being met, such as the number of new homes being built.

Spatial Portrait

About Surrey Heath Borough

- 1.63. The following Section sets out a brief overview of the Borough's geography and physical and social characteristics. This information is largely taken from the Local Plan evidence base¹² and from published statistics which are referenced as appropriate. Further baseline information can also be found in the Interim Sustainability Appraisal and further detail on individual towns and villages in the Borough is set out in the Local Area Profiles in Section 9 of this Plan.

Geography and wider context

- 1.64. Surrey Heath lies in the north west corner of Surrey and adjoins the counties of Berkshire and Hampshire. The north and east of the Borough are mainly areas of countryside and heathland which give the Borough its name. In total, the Borough covers an area of some 9,507 hectares and has a population of 89,200¹³. Nearly half of the Borough is designated as Green Belt.
- 1.65. The western half of the Borough contains the majority of housing in the Borough and is mainly urban in character. It comprises Camberley and Frimley linked to the villages of Bagshot, Frimley Green, Mytchett and Deepcut. The eastern half of the Borough is mostly countryside of which a significant proportion is Green Belt. It includes the larger villages of Bisley, Lightwater, West End and Windlesham, (including Snows Ride) and the smaller village of Chobham.

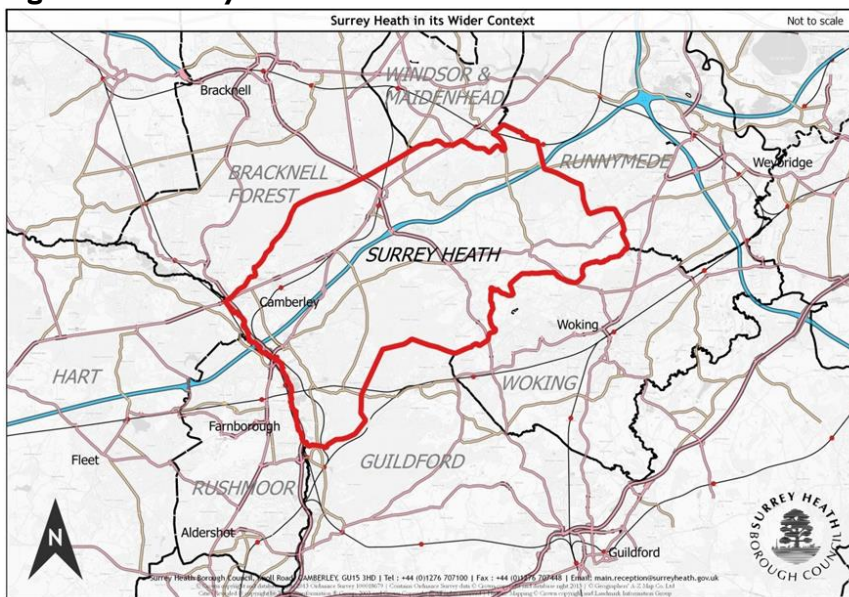
¹² Available online at: <https://www.surreyheath.gov.uk/residents/planning/planning-policy/evidence-base>.

¹³ ONS 2020 mid year population estimates.



- 1.66. The Borough lies within the Enterprise M3 Local Enterprise Partnership (EM3 LEP) area which stretches from the New Forest in the south to the perimeter of Heathrow Airport in the north. Camberley is the key population, retail, commercial and employment centre in the Borough and is identified as a Step-up town within the Strategic Economic Plan¹⁴ for the LEP area, i.e. as a town with latent economic potential experiencing current barriers to economic growth. Recent work on a Local Industrial Strategy for the LEP¹⁵ has identified both Camberley and Frimley as having an important role as population and employment centres within the LEP area.
- 1.67. Surrey Heath lies within the Blackwater Valley, comprising authorities from parts of Berkshire, Hampshire, and Surrey based along the A331 Blackwater Valley Road and River Blackwater. There are important economic and functional relationships between the main urban settlements which together form the Blackwater Valley area and Camberley forms one of the largest towns in the Valley.
- 1.68. The Borough also lies within a Housing Market Area and Functional Economic Area with Hart District and Rushmoor Borough. Major towns around the Borough include Bracknell (14km), Guildford (26km), Reading (27km) and Woking (17km).

Figure 1 – Surrey Heath in its Wider Context



¹⁴ Available online at: <https://www.enterprisem3.org.uk/sites/default/files/2020-02/Strategic%20Economic%20Plan%202018.pdf>.

¹⁵ Available online at: https://www.enterprisem3.org.uk/sites/default/files/2020-02/EM3%20Towns%20Study%20Final%20Report%20v4.0%20Part%201%20Data%20and%20Classification%2020.1.19_0.pdf.



History

- 1.69. In the east of the Borough, small early settlements such as Bagshot began to develop with the growth of the coaching routes from London. Other villages in the east of the Borough on better soils, e.g. Chobham, were farming hamlets. In the 19th century, horticulture developed on the well-drained soils in the east and south of the Borough.
- 1.70. Historically the area around Camberley was part of the open heathland surrounding the village of Frimley. In the 19th century the poor soils of the heathland were planted up for forestry, giving the Borough a wooded identity; this resulted in Surrey Heath being identified by the Bluesky National Tree Map as having the highest density of tree cover in England and Wales in 2014. Data in 2019 from the Office of National Statistics (ONS) suggests that 31% of Surrey Heath is covered by woodland¹⁶. With the establishment of the Royal Military College in 1812, the areas of Cambridge Town and Yorktown grew up to serve it, ultimately forming Camberley. A new rail station and link to London was constructed in 1878.
- 1.71. Camberley is therefore a relatively recent settlement. Since the 1950's the town has gradually merged with Frimley, Frimley Green and Mytchett to form a large linear urban area. Although the town centre is shaped by its Victorian origins, its urban form and buildings reflect the redevelopment the town has experienced since the 1960s. Its Victorian heritage and buildings are still evident on the High Street and along London Road (A30). The development of The Square shopping centre in 1990s and the more recent development of The Atrium has resulted in the loss of further areas of Victorian and Edwardian housing.
- 1.72. Much of the housing development in the Camberley/ Frimley area occurred during the 1970's and 80's, when this area was identified as part of a major growth area in the South East. This growth can be seen in areas such as Heatherside. The villages in the east of the Borough have largely retained their historic character, although all took some growth during the 1970's and 80's.
- 1.73. The first small-scale industrial areas moved to Camberley in the 1930's. Subsequently industrial development occurred at Yorktown and Frimley. The traditional manufacturing industries have now largely given way to Information and Technology based industries with strong linkages to the Blackwater Valley and Thames Valley economies.

¹⁶ Available online at:

www.ons.gov.uk/economy/environmentalaccounts/articles/carbon dioxide emissions and woodland coverage where you live/2021-10-21.



- 1.74. A number of heritage assets reflect the past development of the Borough. There are over 180 statutory Listed Buildings or structures in Surrey Heath including one Grade I building. Bagshot Park and Frimley Park are Grade II listed Parks and Gardens. There are about 200 locally Listed Buildings and structures and 14 areas of High Archaeological Potential.
- 1.75. There are nine Conservation Areas in the Borough including the Basingstoke Canal which enters Surrey Heath from Ash Vale in Guildford Borough, runs from Mytchett through to Deepcut and back into Guildford Borough at Pirbright.

Population and Housing

- 1.76. In terms of its demographic and socio-economic profile the Borough is characterised by an ageing population. This presents future challenges for housing, health, employment and social support.
- 1.77. The Local Housing Needs Assessment, 2020 identifies growth of approximately 13.7% in total population over the period to 2040 and an increase in total households of 19%. The greatest proportional growth is expected in older persons with numbers of households headed by someone over 85 forecast to increase by 104%. Households in some working age groups (40-59) are forecast to see negative growth¹⁷.
- 1.78. The 2011 Census revealed slightly more females than males, and a less diverse population than in England as a whole or Surrey, with 85% of the population reporting their ethnic group as White British compared to 79.8% in England and 83.5% in Surrey.
- 1.79. Surrey Heath is an expensive place to live with house prices and rental costs higher than the South East and national averages, although lower than the averages for Surrey. Affordability in Surrey Heath deteriorated by 89.9% between 2002 and 2018, a higher rate than for England and Surrey.
- 1.80. There is a greater than average supply of 3 bed houses in the Borough and also a higher proportion of 4+ bedroom houses in owner occupation (44%) and the private rented sector (17%) compared to the County and England. There are a significantly lower proportion of 1 bed dwellings in the private rented sector (18%) compared to Surrey (24%) and England (33%).

¹⁷ Available online at: <https://www.surreyheath.gov.uk/residents/planning/planning-policy/evidence-base>.



- 1.81. A higher proportion of the working age population are economically active than the South East and England and although unemployment has increased during the Covid-19 pandemic, levels are lower than the South East and Great Britain¹⁸. Access to employment areas in Farnborough, London, Heathrow and Reading means that Surrey Heath is a net out commuter with the total number of people living and working in Surrey Heath around 2% higher than the total number who work in Surrey Heath.
- 1.82. The largest residential development under construction at present (as at April 2021) is taking place at the former Princess Royal Barracks in Deepcut (Mindenhurst). This will deliver 1,200 dwellings and associated infrastructure.

The Economy and Retail

- 1.83. Surrey Heath's economic strength arises from a diverse economic base, with businesses ranging from international organisations to small and medium sized local enterprises. Surrey Heath contains several high profile businesses and corporations across a broad range of sectors including: Merrill Lynch, Siemens, Frazer Nash (Chobham), Novartis, and Unisys. Frimley Park Hospital, which is rated 'outstanding', is the Borough's largest employer. The Sandhurst Royal Military Academy is also partly located within the Borough.
- 1.84. The majority of employment floorspace is located in Camberley and Frimley at three large business parks and five industrial estates that make a significant contribution to the employment land supply. There are also four single occupancy sites housing major businesses; one located in Frimley, one near Mytchett, and two near the rural settlement of Windlesham. Fair Oaks Airport in Chobham provides employment use within the local area. 80% of office stock in the Borough was built between 1980 and 2009 with no significant office floorspace built since then.
- 1.85. Recent figures show that despite Covid-19 the local economy is relatively buoyant with comparatively low levels of unemployment and high rates of business formation, particularly small businesses. The Borough's traditional manufacturing industries have largely been replaced since the mid-1990s by information and technology based industries that benefit from strong linkages to the Thames Valley. These include the businesses in Watchmoor Business Park, which forms part of a larger business cluster based in and around the Blackwater Valley towns.

¹⁸ Available online at: <https://www.nomisweb.co.uk/reports/lmp/la/1946157335/report.aspx>.



- 1.86. There has been a slight decline in employment floorspace in the Borough in the last 15 years although overall there has been an increase across the Functional Economic Area of Hart, Rushmoor and Surrey Heath. Within Surrey Heath, the losses were in office floorspace, including through the conversion of offices to residential uses through permitted development rights, but there was a small net gain in industrial floorspace. As at 2019, the Borough had the highest level of industrial floorspace in the FEA and higher than most neighbouring authorities.
- 1.87. The main retail centre in the Borough is Camberley, which provides shopping, business, leisure, cultural and community activities. Collectively Camberley is an active Business Improvement District (BID) which works to promote the town centre to residents, shoppers, businesses and visitors. The Council has identified the delivery of an improved Camberley town centre as a priority and has pro-actively delivered a number of improvements including the acquisition and improvement of town centre property such as The Square Shopping Centre, and significant public realm improvements.
- 1.88. The redevelopment of a 5.5 acre site at London Road remains the single biggest regeneration opportunity in the town centre. The intention is to create an attractive gateway to Camberley town centre, with new frontages to London Road (A30) and high quality streets and spaces that link the block with the High Street and Park Street.
- 1.89. Bagshot and Frimley are identified as District Centres providing a wide range of services and having a number of independent retailers. There are also a number of Local Centres and Neighbourhood parades in the Borough. The most significant out-of-centre retail exists at The Meadows at Camberley and at Bagshot Retail Park.

Landscape and Natural Environment

- 1.90. The River Blackwater forms the western boundary of the Borough. From here the land rises gradually to the north and east leading to the areas of heathland which give the Borough its name. The River Bourne (also known as the Addlestone Bourne) flows through the east of the Borough and out toward the River Wey. The other important waterway is the Basingstoke Canal that flows through the southern part of the Borough.
- 1.91. The main geological deposit in the Borough is sand and this determines both its topography and key landscape characteristics. The Borough can be defined by three main landscape areas. The west of the Borough is defined by the lower lying Blackwater Valley which has been subject to extensive urban development over the last 50 years. The central part of the Borough (outside the Blackwater Valley) is characterised by an elevated ridge landscape on plateau gravels, known as Chobham Ridges.



- 1.92. The third area encompasses the valleys of the Windlebrook/Halebourne/Millbourne and The Bourne. This area includes the main rural settlements as well as large areas of pasture land and woodland. In the eastern extreme of this area, around Chobham, there are extensive low lying meadowlands associated with the alluvial deposits in the river valleys.
- 1.93. The heathland areas in the Borough are internationally designated Special Protection Areas (SPA) and/or Special Areas of Conservation (SAC) which are also Sites of Special Scientific Interest (SSSI), and a designated National Nature Reserve at Chobham Common. The heathland habitat is home to three protected species of ground nesting bird namely Woodlark, Nightjar and Dartford Warbler. The Basingstoke Canal is also a Site of Special Scientific Interest. These areas take up approximately 23% of land in Surrey Heath. There are also numerous locally designated Sites of Nature Conservation Importance (SNCI) and one designated Local Nature Reserve (LNR).
- 1.94. The countryside within the Borough performs a number of roles: as well as being designated Green Belt in the east of the Borough it is important for maintaining the separation and character of the settlements along the Blackwater Valley. These countryside areas also have a major role to play as a leisure resource for the Borough and are a location for army barracks, military ranges, training areas, and test tracks. The future of these defence establishments is key to the future wellbeing of the Borough's countryside, and in particular, the protection of its biodiversity, particularly protected heathland areas.
- 1.95. Fluvial flood risk is largely from the Main Rivers including the Blackwater and tributaries and the Addlestone Bourne. The River Bourne catchment has large areas at risk, however much of this is rural undeveloped land. Most of the Borough is at low risk of groundwater flooding due to the underlying sandstone geology, with a higher risk close to river valleys.
- 1.96. Agricultural land makes up 26% of Surrey Heath. The agricultural land classification identifies the best and most versatile (BMV) agricultural land as classes 1, 2 or 3a. Surrey Heath does not have any class 1 or 2 BMV and only 10% of agricultural land is classified as BMV 3.



Quality of Life

- 1.97. In the English Indices of Multiple Deprivation 2019, Surrey Heath is ranked as 9th least deprived local authority (ranked at 309 of 317)¹⁹. However, this masks pockets of much higher levels of relative deprivation across the Borough particularly but not solely, relating to the Education, Skills and Training indicator²⁰.
- 1.98. Overall Surrey Heath is an affluent area with good health outcomes and relatively low rates of many conditions and unhealthy behaviours. The average life expectancy at birth²¹ for both men and women in Surrey Heath (82.2 and 84.8 years respectively) is similar to the Surrey average (81.8 and 85.0 years respectively). However, this masks some inequalities within the Borough with some groups/smaller areas having significantly greater needs or worse outcomes.
- 1.99. The Surrey Heath Place Based profile 2017²² published by Surrey County Council highlights key issues relating to health as including; health inequalities, the growing population of those aged over 65, and in particular the increase in those aged over 85, access to services for those without a car and significant proportions of people estimated to have long term conditions who remain undiagnosed.
- 1.100. The Borough has a new leisure centre in Camberley which opened in 2021. A range of formal and informal open spaces and playing pitches exist across the Borough and there are two country parks in Frimley Green and Lightwater. The Borough also contains a number of new or improved areas of open space providing mitigation for the impact of new development on the Thames Basin Heaths Special Protection Area. Known as Suitable Alternative Natural Greenspaces (SANG), these include Chobham Water Meadows, St Catherine's SANG and Windlemere SANG.
- 1.101. The main library in the Borough is Camberley Library, which provides a full range of services. Libraries at Bagshot, Frimley Green and Lightwater are smaller and have limited opening hours. Camberley Theatre provides a local venue for Arts, Film, Drama and Conference facilities. The Surrey Heath Museum is in Camberley, the Royal Logistics Corps Museum is at Deepcut and there is a small local museum in Chobham. In addition, the Surrey Heath Archaeological and Heritage Trust are based in Bagshot and the Basingstoke Canal Visitor Centre is at Mytchett.

¹⁹ Against average ranking.

²⁰ Available online at: www.gov.uk/government/statistics/english-indices-of-deprivation-2019.

²¹ Available online at: www.localhealth.org.uk/#bbox=479858.168432.26849.15897&c=indicator&i=t4.le_f_v&view=map10.

²² Available online at: <https://www.surreyi.gov.uk/health-profiles/surrey-heath/#header-conclusion>.



- 1.102. There are a number of village and community halls across the Borough, with improvements to community facilities to be funded as part of the Mindenhurst development. These contribute to the sustainability of local communities and support local activities and events.

Accessibility

- 1.103. Access to public transport varies across the Borough with Camberley, Frimley and Bagshot having access to a variety of transport opportunities (rail, bus, and cycling), while other areas of the Borough have limited or no access to alternatives other than the car.
- 1.104. The Borough is well connected by road to a number of strategic transport routes linking to London and the south coast. The M3 motorway stretching from London to Southampton crosses through the Borough from east to west and abuts the settlements of Camberley, Frimley, Bagshot and Lightwater. Other major highways that run through the Borough include the A331 Blackwater Valley Relief Road, which runs north to south along the western boundary and the A322, which connects junction 3 of the M3 with the towns of Bracknell to the North and Guildford to the South. The A30 runs east to west through the Borough and connects the Blackwater Valley with London and the South West of England.
- 1.105. Surrey Heath is served by three rail stations at Bagshot, Camberley and Frimley with trains operating on a branch line service between Ascot and Guildford. All three stations have poor access to London Waterloo. Many commuters living in Surrey Heath therefore use nearby faster services from stations outside the Borough at Farnborough, Woking and Sunningdale.
- 1.106. Based on the 2011 Census²³, Surrey Heath has one of the highest rates of car ownership in England and Wales with 90% of households owning a car or van, higher than the rest of Surrey. High levels of car ownership reflect the prosperity of the area, but also the historically poor public transport facilities. Vehicle emissions account for a large proportion of local air pollution within the Borough. The Department of Food and Rural Affairs (DEFRA) has identified one Air Quality Management Area (AQMA) in Surrey Heath known as the Camberley AQMA which runs parallel to the M3 from Junction 4 at Frimley up to the A325 Portsmouth Road at the Ravenswood roundabout in Camberley.

²³ Available online at:

www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/bulletins/2011censuskeystatisticsforenglandandwales/2012-12-11#car-or-van-availability.



Climate Change

- 1.107. In 2019, the Borough Council declared a Climate Change Emergency setting out the intention to become carbon neutral across its own estate and operations by 2030. Like the rest of the UK the likely implications of climate change in the Borough will include higher average temperatures, particularly in summer and winter, changes in seasonal rainfall patterns, along with more intense periods of rainfall and the likelihood of more very hot days and heatwaves. The Climate Change Study, 2020²⁴ showed that the total carbon emissions for the Borough in 2017 was 417,346 tCO₂e. The greatest contributor to this was domestic energy use, accounting for 41% of emissions, with road transport the next greatest contributor (33%). Whilst overall emissions have dropped considerably since 2005, the Borough has a higher than UK average level of carbon emissions per square kilometre (km)²⁵.

²⁴ Available online at: www.surreyheath.gov.uk/residents/climate-change/climate-change-study.

²⁵ Available online at: www.ons.gov.uk/economy/environmentalaccounts/articles/carbondioxideemissionsandwoodlandcoveragewhereyoulive/2021-10-21.



Key Challenges, Vision and Objectives

Key Challenges

- 1.108. There are a number of challenges facing the Borough that will influence the development of planning policies and site allocations. Some key challenges are set out below. Alongside this, the long term effects of how people will change their work, living, shopping and travel patterns as a result of the Covid-19 pandemic are not yet known and may influence future planning policies.
- 1.109. An overriding challenge is to deliver the additional development and infrastructure that will support and benefit the changing population without compromising the quality of life of existing residents or cause harm to the environment.
- 1.110. Existing infrastructure is in some areas already at capacity. The preparation and implementation of the Local Plan must ensure that development which takes place is supported by the necessary physical, social and community infrastructure. This will mean cross boundary working in some instances and working with Surrey County Council and the Local Enterprise Partnership (EM3 LEP) to ensure funding and delivery.
- 1.111. In delivering housing to meet future needs, a key challenge will be to determine how much of this need can be met within the Borough, having regard to land availability, as well as environmental and policy constraints. In particular, the Thames Basin Heaths SPA as well as other designated national and local sites of nature importance and the Metropolitan Green Belt will impact upon housing delivery.
- 1.112. Providing a range of housing which helps meet the needs of all the Borough's residents will also need to be addressed through the provision of an appropriate mix of housing. In particular, the Borough has high house prices and there is a need to ensure the availability of affordable housing, as well as meeting the needs of an ageing population.
- 1.113. To ensure the ongoing economic success of the Borough the challenge will be not only to retain existing employment land but to provide opportunities for new businesses to locate into the Borough. Recognising the possibilities for a more flexible approach to the use of existing employment floorspace could help meet changing patterns of how businesses operate, in particular small and medium enterprises. The important role of rural businesses needs to be recognised, protected and enhanced.



- 1.114. The Council is taking a pro-active approach to ensuring the delivery of a regenerated Camberley town centre. The changing way in which people shop, along with recent regeneration schemes in neighbouring towns, means that the Local Plan will need to support development proposals that reflect these issues and ensure that Camberley remains competitive and an attractive choice. The Local Plan will also need to ensure that the Borough's District Centres of Bagshot and Frimley can continue to operate successfully by developing policies to ensure their viability and vibrancy.
- 1.115. In meeting future needs, there is a need to ensure that development within the Green Belt and Countryside beyond the Green Belt does not have a detrimental impact on the openness and purposes of the Green Belt and on the character of Countryside beyond the Green Belt.
- 1.116. Another key challenge will be to ensure that new development is designed and located to minimise its impact on the environment and that it mitigates, and is adapted for, climate change.
- 1.117. Local Plan policies and allocations will need to ensure that the character of towns and villages in the Borough is protected whilst allowing the necessary development to take place. Much of the character is derived from non-listed but locally important buildings and structures which are at risk of being lost through redevelopment or alteration. As such, the Borough needs to ensure that new development makes the most efficient use of land and buildings, but at the same time protects and enhances its designated and undesignated heritage assets and the quality and character of the built environment.

Vision for the Borough

- 1.118. The Council, through the Local Plan process, is seeking to deliver vibrant communities with a distinct identity in keeping with the character of their surroundings, and which enhance the local landscape and biodiversity. Development must take place in the right place and make a positive contribution to people's lives, including their health and wellbeing, through the provision of homes and jobs alongside social and leisure opportunities, whilst protecting and enhancing the natural and historic environment. The vision for the Borough is set out below:

By 2038 Surrey Heath will have maintained a high quality of life and retained its distinct identity of towns and villages whilst taking the growth identified in the Local Plan. In delivering growth, the Council will have taken opportunities to enhance neighbourliness and prevent isolation.



The natural environment assets including important heathland, and green infrastructure, will have been protected and enhanced, and an overall net gain in biodiversity will have been delivered. New development will reflect the distinctive character of the Borough's towns and villages. Local identity will be supported through conserving and enhancing the Borough's historic assets including those that contribute to its Victorian and Edwardian background and its military heritage.

New housing will reflect local needs, including those of specialist groups. Development will be of high quality and will have been designed to meet the challenges of climate change, minimising carbon dioxide emissions and taken opportunities for providing renewable and low carbon energy schemes.

Camberley town centre will be thriving and digitally connected, offering a wide range of shops, excellent leisure experiences, cafés and restaurants, flexible office premises, a full range of community services and an increased number of new homes meeting local needs.

Development will be of a high-quality design including measures to mitigate and adapt to climate change with improved green and civic open spaces. There will be safe and easy access to and within the centre with a good public transport system and an emphasis on improved cycle and pedestrian priority.

The Borough's District Centres at Frimley and Bagshot will continue to thrive, playing an important role as centres for local services, retail and employment. Local centres and neighbourhood parades continue to fulfil an important role for local communities, and development, and other partnership working in these will have improved their character and design.

The Borough will have a thriving economy performing to its full economic potential as a leading centre in Northwest Surrey and the wider Blackwater Valley. The diverse range of employment provision will support growth ambitions of the Enterprise M3 Local Enterprise Partnership and the employment needs of the Functional Economic Area of Hart, Rushmoor and Surrey Heath. The important role of the rural economy will have been supported.

New development will support other investment programmes to prioritise more sustainable forms of travel alongside schemes to tackle issues of congestion, including on the A30 and around Camberley Town Centre. Partnership working will have improved rail travel opportunities and enhanced digital infrastructure.



Strategic Objectives

- 1.119. The following Objectives set out (in no order of priority) the link between the Vision and the draft policy approaches set out in this Draft Local Plan.

Table 2 – Strategic Objectives

Objective	Strategic Objective
Objective A	To deliver sustainable development that contributes to meeting housing needs, providing new homes of an appropriate mix and tenure, including specialist housing needs.
Objective B	To protect Strategic and Locally important employment sites to ensure an appropriate supply of employment land to help fulfil the Borough's role in facilitating strong economic performance within the Functional Economic Area (Hart, Rushmoor and Surrey Heath) and wider EM3 LEP area.
Objective C	To enhance the vitality and viability of Camberley Town Centre and the other District and Local centres within the Borough.
Objective D	To ensure that development within the Borough is supported by the necessary physical, social and green infrastructure to meet the needs of future Surrey Heath residents.
Objective E	To ensure that development does not have a detrimental impact on the Borough's environmental assets including designated international and national sites, landscape character, water quality and biodiversity and that new development provides opportunities to provide for biodiversity and environmental net gains.
Objective F	To ensure that new development minimises or mitigates the impact of development on air quality, noise, light pollution, odours, emissions and particulates.
Objective G	To ensure that new development, unless appropriate development under the Exceptions Test, is not located in areas of high or medium risk of flooding and that development does not increase surface water run-off.

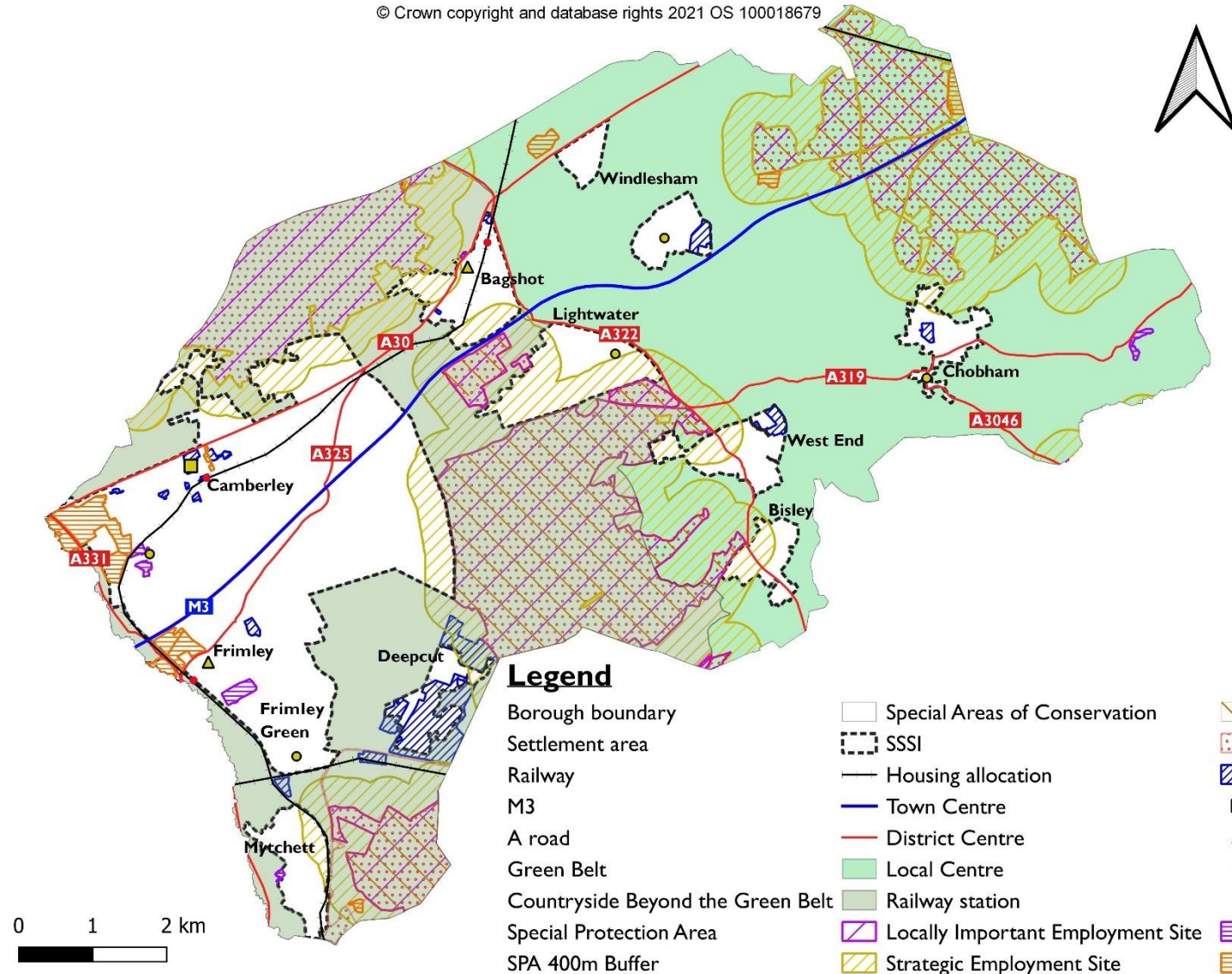


Objective H	To support action on climate change and reduction of the Borough's carbon emissions, aiding the transition to net zero through a combination of mitigation and adaptation measures, including the appropriate delivery of opportunities for renewable energy, energy efficiency and improving resilience to the impacts of climate change.
Objective I	To protect the character and purpose of the Green Belt and the character of the Countryside beyond the Green Belt.
Objective J	To conserve and enhance the Borough's built environment and heritage assets, both designated and non-designated.
Objective K	To promote healthy, sustainable, and cohesive local communities through good design, and access to homes, employment, community and recreational facilities.
Objective L	To support measures that prioritise active and sustainable travel modes including improved facilities for pedestrians and cyclists and improvements to public transport.



Key Diagram

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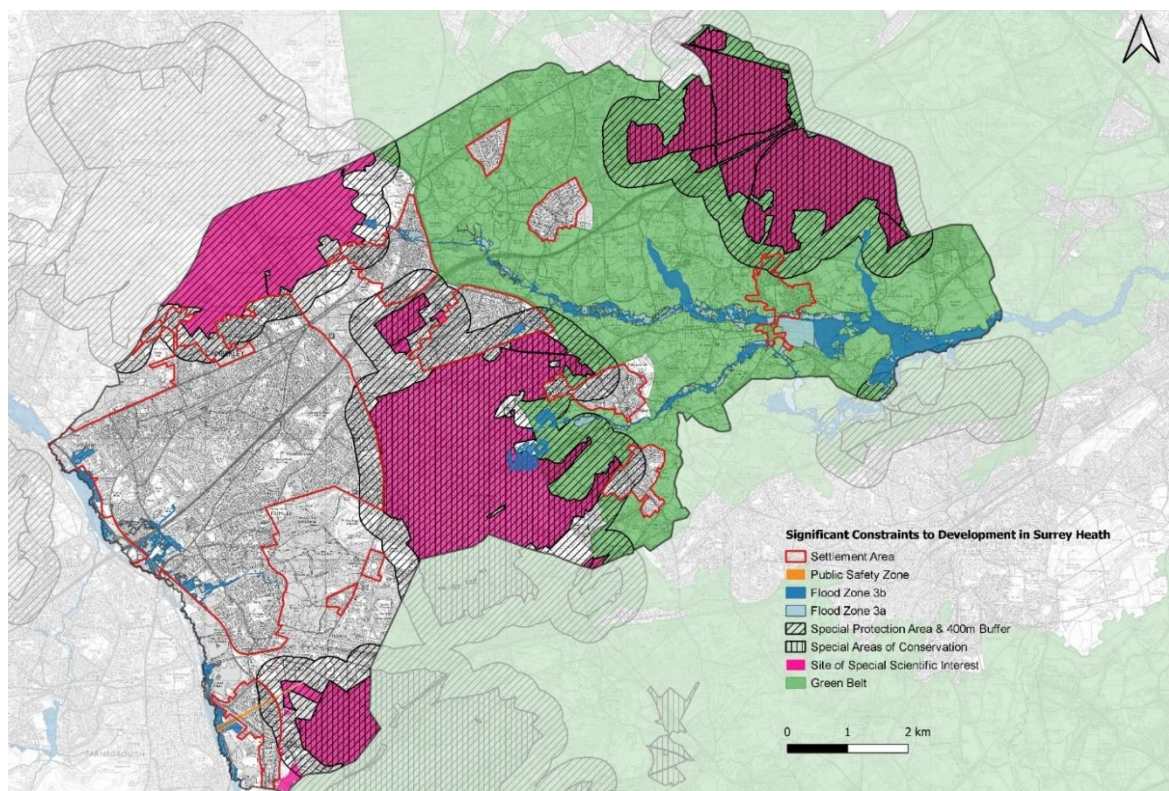


2. Section 2: Spatial Strategy

Policy SSI: Spatial Strategy

- 2.1. The spatial strategy sets out the overall level and distribution of growth in Surrey Heath and supports the delivery of sustainable development within the Borough. The significant areas of environmental constraints within the Borough impact on the ability to accommodate new development and the spatial strategy.
- 2.2. The Thames Basin Heath Special Protection Area (SPA) covers 23% of the Borough area with a further 19% in the 400m exclusion zone around the SPA, where no net new residential development is permissible due to it giving rise to adverse impacts on the integrity of the Thames Basin Heath SPA. These restrictions, covering 42% of the Borough, impact significantly upon the Borough's ability to sustainably accommodate new development. Furthermore, approximately half the Borough is designated Green Belt.

Figure 2 – Constraints Map



- 2.3. The strategy is to focus new development within the settlement areas to the West of the Borough, to optimise delivery in the most sustainable and accessible areas. A significant element of the strategy is to support high quality and high density development within Camberley Town Centre, in order to support regeneration and the future vitality and viability of the town centre.
- 2.4. The East of the Borough comprises the villages set within the rural area, which is subject to significant areas of environmental constraints and Green Belt.

New homes

- 2.5. The delivery of new homes forms a key element of the spatial strategy. The National Planning Policy Framework (NPPF) requires that local plans use the Government's standard methodology, as set out in national Planning Practice Guidance, for calculating Local Housing Need, unless exceptional circumstances justify an alternative approach. The Local Housing Need calculation for Surrey Heath is set out in the Strategic Land Availability Assessment (2021)²⁶. The Local Housing Need figure for Surrey Heath is 327 homes per year. Over the plan period (2019 – 2038), this totals 6,213 new homes.
- 2.6. The Local Housing Needs Assessment (2020) provides a more detailed assessment of local housing need in terms of the housing mix and need for affordable homes. The study supports use of the standard methodology figure and outlines that this broadly aligns with the population projection associated with economic forecasts for the Borough.
- 2.7. It is challenging to accommodate the level of housing growth derived from the standard methodology within the Borough and a proactive approach to identifying opportunities for development in suitable locations has been undertaken, as set out in the Housing Supply Topic Paper. A robust Strategic Land Availability Assessment (2021) has been prepared based on a Call for Sites and targeted correspondence with landowners and provides detailed evidence on the supply of deliverable and developable sites.

²⁶ Available online at: <https://www.surreyheath.gov.uk/SLAA>.



- 2.8. To date, 728 new homes have been delivered during the plan period (2019 – 2021). Existing planning permissions that are yet to be completed, as at 31 March 2021, comprise a further 2,424²⁷ new homes. Together, these provide for 3,152 new homes. Consequently, the Council is required to find further capacity for an additional 2,708²⁸ new homes to meet the Local Housing Need throughout the Local Plan period up to 2038. Table 3 below sets out the sources of supply that provide the Council's Local Housing Need up to 2038 (when adjusted for unmet need being delivered in Hart).

Table 3 – Housing Supply

Source	Number of dwellings (net) per delivery period					
	Completed	1-5 years	6-10 years	11-15 years	16-17 years	Total
Allocated Sites	-	204	1,265	578	-	2,047
Non-Allocated SLAA Sites (incl. C2 equivalent)	-	91	252	83	-	426
Windfall Sites	-	91	153	153	60	457
Completions	728	-	-	-	-	728
Outstanding capacity (Sites with detailed permission, commenced sites, and outline permissions) ²⁹	-	1,791	629	20	-	2,440
Permission lapse rate	-	-13	-3	-	-	-16
Total	728	2,164	2,346	881	60	6,082

- 2.9. Further detail is set out in the Strategic Land Availability Assessment (2021) and Housing Supply Topic Paper³⁰, which set out the sources of supply to ensure delivery of the housing requirement over the Local Plan period (2019 – 2038).

²⁷ Extant planning permissions provide for a total of 2,440 homes to be delivered. However, a 3% lapse-rate has been applied to non-commenced sites to reflect historic rates of non-delivery.

²⁸ This figure represents the Local Housing Need (adjusted for unmet need) of 5,680, with the 3,152 completed and committed new homes subtracted.

²⁹ Planning applications permitted up to 31st March 2021. This includes any site allocations that currently benefit from planning permission, such as the Mindenhurst (Former Princess Royal Barracks) development, which is allocated under Policy HA4.

³⁰ Available online at: <https://surreyheath.gov.uk/residents/planning/planning-policy/evidence-base>.



- 2.10. The spatial strategy directs the delivery of a significant number of new homes to Camberley Town Centre. In total, approximately 1,330 new homes are allocated within Camberley Town Centre, which will support its continued vitality and viability and form part of the Council's broader regeneration plans.
- 2.11. The Council is currently developing a corporate Camberley Town Centre Strategy, which will also be used to inform future masterplanning. As part of this regeneration strategy, approximately 1,200 (net) new homes will be delivered on key strategic Town Centre sites that are owned by the Borough Council, including:
 1. approximately 475 (net) new homes on the Land East of Knoll Road site (SLAA ID: 27),
 2. approximately 550 (net) new homes on the London Road Block site (SLAA ID: 814), and
 3. approximately 120 homes on the House of Fraser site (SLAA ID: 921).
- 2.12. Another strategic site allocation, at Mindenhurst, Deepcut (Former Princess Royal Barracks), will deliver approximately 1,200 new homes. This reflects the outline planning permission (Ref: 12/0546) granted in 2014 for the expansion of the existing village. This single site makes a significant and front-loaded contribution to the supply of new homes over the plan period. To date, detailed permission has been granted for 444 new homes, of which 108 are counted as complete within the SLAA (2021).
- 2.13. Outside of the settlement area, the Countryside Beyond the Green Belt is the next most sequentially preferable location for new homes. The Countryside Capacity Study identified limited opportunities for new homes as a result of environmental constraints and concerns over the availability of land for development. Suitable sites have been included in the housing supply.
- 2.14. The SLAA identifies sites currently within the Countryside Beyond the Green Belt that will deliver approximately a further 489³¹ homes within the plan period. In addition, 220 (net) new homes have been constructed and a further 417 (net) new homes are expected to be delivered on sites that currently benefit from planning permission currently within the Countryside Beyond the Green Belt. The total contribution of homes from sites currently in the Countryside Beyond the Green Belt is therefore 1,126.
- 2.15. The boundaries of the settlement areas and villages currently within the Countryside Beyond the Green Belt will be amended to reflect development with planning permission as shown in the Policies Map changes. This includes a site where planning permission has already been granted, at Waters Edge (248 homes) (Application Reference: 19/0031).

³¹ This includes 160 new homes delivered on Sturt Road, which was granted permission in November 2021 (Application Reference: 20/1048/FFU).



- 2.16. In the rural East of the Borough, which is covered by Green Belt, the delivery of new homes will be focused within the villages, including the reserve site areas in West End and Windlesham that will be brought into the settlement area. A revised village boundary for Chobham is proposed and land within the revised village boundary is proposed to be inset from the Green Belt. Further details are set out in the Chobham Village Boundaries Study. Opportunities for the development of new homes are generally limited to infilling within villages, redevelopment of previously developed land, and rural exception sites.
- 2.17. Whilst a number of sites in the Green Belt were submitted as part of the call for sites and a Green Belt Review undertaken, evidence has demonstrated that the Council is capable of meeting its needs for new homes through supply from other sources, including elsewhere in the Housing Market Area, in line with the NPPF. As a result, the Council has concluded that there are currently no exceptional circumstances to warrant the release of land from the Green Belt to accommodate new homes.

Table 4 – Number of dwellings per delivery source by location in the Borough

Location	Number of dwellings (net) per source of delivery			
	Completions	Commitments	SLAA	Total
West of the Borough				
Bagshot	48	236	134	418
Camberley	218	498	1,491	2,207
Deepcut	118	1113	138	1,369
Frimley	51	107	215	373
Frimley Green	0	23	177	200
Mytchett	8	254	23	285
Total	443	2,231	2,178	4,852
East of the Borough				
Bisley	0	0	32	32
Chobham	52	14	114	180
Lightwater	1	2	17	20
West End	220	20	96	336
Windlesham	12	173	36	221
Total	285	209	295	789
Non-Spatial				
Windfall Allowance	-	-	457	457
Lapse-Rate	-	-16	-	-16
Total	728	2,424	2,930	6,082



- 2.18. The housing supply incorporates a windfall allowance, in accordance with the provisions set out in paragraph 71 of the NPPF. Windfall developments are those which have not been specifically identified as being available in the Local Plan process, and often comprise previously developed sites that have unexpectedly become available. Windfall allowances have been included for small sites, prior approvals and rural exception sites and are based on previous rates of delivery that have been projected forward, as set out in the Housing Supply Topic Paper.
- 2.19. To ensure delivery of the housing requirement, a suitable supply buffer is needed to provide flexibility should there be unimplemented or slower implementation of planning permissions for housing development. More detail on the supply buffer and justification for it is set out in the Housing Supply Topic Paper. The Housing Trajectory in Appendix 2 identifies that the annual projected delivery of new homes is greater than the annual Local Housing Need figure for each of the first 10 years of the Local Plan period. However, there is a shortfall of supply of homes (unmet need) set against the Local Housing Need figure of 6,213 homes.
- 2.20. Surrey Heath forms part of the long-established Housing Market Area comprising the Hart, Rushmoor and Surrey Heath council areas. The three authorities have committed to working together to address housing needs within the Housing Market Area. It is recognised that Surrey Heath has significant environmental and planning constraints in the Borough.
- 2.21. Within the Hart District Local Plan (Strategy and Sites) 2032³², Policy SSI ‘Spatial Strategy and Distribution of Growth’ accounts for the delivery of unmet need within Surrey Heath Borough through the annualised delivery of 41 dwellings per annum up to 2032. The Surrey Heath and Hart District Local Plans overlap for a period of 13 years, from 2019 – 2032, which provides for a total of 533 homes to be delivered in Hart to meet Surrey Heath’s unmet housing need. Hart District has confirmed this commitment through duty-to-cooperate discussions.
- 2.22. Accordingly, Surrey Heath’s Local Housing Need figure is adjusted by subtracting 41 dwellings per annum up to 2032 (533 homes in total). Surrey Heath’s Local Housing Need figure over the plan period therefore becomes 5,680 homes.

³² Available online at:

https://www.hart.gov.uk/sites/default/files/4_The_Council/Policies_and_published_documents/Planning_policy/Hart%20LPS%26S.pdf.



- 2.23. The spatial strategy therefore takes account of environmental and planning constraints in the Borough, the standard methodology Local Housing Need figure of 6,213 homes, the Housing Need Study 2020, the Countryside Capacity Study, the Strategic Land Availability Assessment, and supply in Hart District to meet unmet housing needs, to determine a housing requirement figure of 5,680 new homes for the Local Plan, over the plan period 2019-2038. The Housing Supply Topic Paper sets out full details of the sources of supply to meet this housing requirement.
- 2.24. A housing implementation strategy will monitor and manage delivery of the supply of housing land to meet the housing requirement. This will include annual reviews of the SLAA and five-year housing land supply, an assessment of the risks to delivery, including monitoring the availability of Suitable Alternative Natural Greenspace (SANG), and setting out action to facilitate delivery, including proactive working with partners and developers. Progress will be reported through the Council's Authority Monitoring Report.

Employment

- 2.25. Surrey Heath benefits from a buoyant economy and a diverse economic base, with high technology industries strongly represented alongside traditional and advanced manufacturing. The Borough lies within the M3 Local Enterprise Partnership Area. Surrey Heath forms part of a functional economic area, comprising the three local authority areas of Hart, Rushmoor and Surrey Heath. The three authorities have strong economic linkages and form part of a commercial property market, focused on the Blackwater Valley area.
- 2.26. The spatial strategy plans to meet the employment land needs of the Borough, as part of the Hart, Rushmoor and Surrey Heath Functional Economic Area, by protecting and supporting employment uses within designated Strategic and Locally Important Employment Sites. The Employment Land Review Topic Paper (2019) demonstrates that the employment allocations and planning permissions, and with the potential to redevelop and intensify some sites, meets the range of lower to upper employment forecast requirements. The Strategic and Locally Important Employment Sites are identified on the Policies Map and predominantly clustered along the A331 in Camberley and Frimley.



Town Centre Uses

- 2.27. A thriving town and other centres will be vital to the success of the Borough as a good place to live. The form and nature of town and other centres are changing, and it is vital that the spatial strategy supports development commensurate with the scale and hierarchy of the centres within the Borough. Town and other centres will support a mix of uses and significantly the Town Centre Uses Study (2019) produced by Lambert Smith Hampton identifies no Borough wide capacity for new retail floorspace over the plan period for either comparison or convenience goods after taking account of existing commitments and vacant floorspace.

Green Belt and Countryside Beyond the Green Belt

- 2.28. 44% of land within Surrey Heath is designated as Green Belt. The Spatial Strategy seeks to deliver the National Planning Policy Framework objective of protecting Green Belt land by directing development away from this area. Development within the Green Belt will be assessed in line with national policy and Policy GBI.
- 2.29. Development opportunities in the Countryside Beyond the Green Belt have been explored through the Countryside Capacity Study and SLAA and suitable sites for new homes included in the supply. Boundaries of Settlement Areas are proposed to be redrawn to include sites currently adjoining, but excluded from Settlement Areas, where they have been assessed as suitable for development. These are shown in the Policies Map Changes. Development in land designated as Countryside Beyond the Green Belt will be assessed in line with national policy and Policy GB2.

Policy SSI: Spatial Strategy

- 1) To deliver sustainable growth, the Council will permit development which is consistent with the following broad spatial framework for the scale and location of development:
 - a) New development will be directed to the defined settlement areas in the west of the Borough, as shown on the policies map, and comprising the following areas:
 - i. Camberley
 - ii. Frimley
 - iii. Frimley Green
 - iv. Mytchett
 - v. Deepcut, and
 - vi. Bagshot village.



- b) Within this area, Camberley Town Centre will be a focus for significant new development, at high density, to support the regeneration of the town centre.
- c) The east of the Borough is heavily constrained by environmental designations and Green Belt and will have limited capacity to accommodate new development. Development opportunities in this area will be focused in:
 - i. Lightwater village;
 - ii. Bisley, West End and Windlesham villages, which are inset within the Green Belt; and
 - iii. Chobham village, which is proposed to be inset within the Green Belt.

New Homes

- 2) Over the period 2019 – 2038, the Council will ensure that, subject to the availability of deliverable avoidance and mitigation measures in respect of the Thames Basin Heath Special Protection Area, provision is made for the delivery of at least 5,680 new homes in the Borough. This housing requirement will be delivered as follows:
 - a) Approximately 4,852 homes focused in the settlement areas in the West of the Borough, from completions, existing planning permissions, allocations and SLAA sites, including:
 - i. In Camberley, approximately 2,207 (net) new homes, including approximately 1,700 net new homes in Camberley Town Centre, focused on two large site allocation at London Road Block (approximately 550 net new homes) and Land East of Knoll Road (approximately 475 net new homes),
 - ii. A major site allocation at Mindenhurst in Deepcut (Princess Royal Barracks site) of about 1,200 homes and Suitable Alternative Natural Greenspace,
 - iii. In Frimley, approximately 373 (net) new homes,
 - iv. In Frimley Green, approximately 200 (net) new homes,
 - v. In Mytchett, approximately 285 (net) new homes, and
 - vi. In Bagshot Village, approximately 418 (net) new homes.
 - b) Approximately 789 homes in the east of the Borough, including about 676 (net) new homes on sites in villages.
 - c) Other sources of supply to meet the housing requirement will be windfalls and other SLAA sites below the site allocation threshold.



Employment

- 3) The Borough's defined Strategic and Locally Important Employment Sites will be protected and supported for employment uses, to ensure that the employment land needs of the Borough, as part of the Hart, Rushmoor and Surrey Heath Functional Economic Area can be met. These sites will contribute to meeting the forecast increase in the total number of Employment Use Class jobs (Use Class E(g) and Uses Classes B2 and B8) in the Functional Economic Area over the Plan period.

Town Centre Uses

- 4) Surrey Heath's hierarchy of town centre, district centres, local centres and neighbourhood parades will be protected and enhanced by encouraging a range of uses consistent with the scale and function of the centre having regard to its place in the following hierarchy:
 - a) Camberley town centre,
 - b) Bagshot and Frimley district centres,
 - c) Local centres (as defined in policy ER8),
 - d) Neighbourhood parades (as defined in policy ER9).
- 5) Main Town centre uses including retail will be focused within Camberley town centre to support its vitality and viability in line with policy CTCl and in other centres in accordance with their role and function and as set out in policies ER8 and ER9.
- 6) Development for main town centre uses will be assessed sequentially in accordance with national policy and Policy ER7.
- 7) Residential uses in centres will be supported on allocated sites and on upper floors, and in ground floor locations where this would support the vitality and viability of the town centre.

Green Belt and Countryside Beyond the Green Belt

- 8) In the Green Belt new development will be strictly limited and only permitted where it is in line with the NPPF and policy GB1.
- 9) In the Countryside beyond the Green Belt new development will be limited in line with the NPPF and policy GB2.



Policy SS2: Presumption in Favour of Sustainable Development

- 2.30. National planning policy places the presumption in favour of sustainable development at the heart of its approach to planning, and states that ‘the purpose of the planning system is to contribute to the achievement of sustainable development’.

Policy SS2: Presumption in Favour of Sustainable Development

- 1) In considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development set out in the National Planning Policy Framework (NPPF).
- 2) Planning proposals that accord with the policies in the Surrey Heath Local Plan and with any Neighbourhood Plan policies will be approved unless material considerations indicate otherwise. The Council will work with applicants to secure development that improves the social, environmental and economic condition of the Borough.
- 3) Where there are no policies relevant to the application or the most relevant policies are out of date at the time of making the decision, the Council will grant permission unless material considerations indicate otherwise taking into account:
 - a) The application of policies in the National Planning Policy Framework that protect areas or assets of particular importance provide a clear reason for refusing the development proposal;
 - b) The availability and deliverability of avoidance and mitigation measures relating to the protection of the Thames Basin Heaths Special Protection Area; and
 - c) Whether any adverse impacts of granting planning permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole.

- 2.31. In order to ensure that planning decisions reflect the national presumption in favour of sustainable development and to ensure that this approach can be taken where a local plan is silent or policies become out of date, local authorities are encouraged to include a policy reflecting this presumption.

- 2.32. The NPPF identifies that some assets or areas of particular importance may mean that proposals are not supported despite the presumption in favour. These are identified as including land designated as Green Belt and habitats sites which include Special Protection Areas and Special Areas of Conservation, designated heritage assets and Sites of Special Scientific Interest. These are designations that all lie within Surrey Heath Borough, and will therefore be a factor in implementing this Policy and the presumption in favour of sustainable development.



- 2.33. The wording of SS2 reflects the fact that the whole of the Borough lies within 5km of the Thames Basin Heaths Special Protection Area. The presumption in favour of sustainable development does not apply where development that requires an appropriate assessment under the Birds or Habitats Directives is being considered, planned or determined. As all new residential development in the Borough will be affected by these directives, an appropriate mechanism for mitigation (through Suitable Alternative Natural Green Space and Strategic Access Management and Monitoring measures as set out in Policy EI of this Plan) has been put in place.

Policy SS3a and SS3b: Climate Change Mitigation and Adaptation

- 2.34. Climate change is one of the greatest challenges facing our society. The scientific evidence of climate change is overwhelming and will have a lasting impact on people and wildlife. The Intergovernmental Panel on Climate Change 2018 report³³ makes clear that the impacts of climate change are being experienced now through unprecedented global trends and through more localised severe weather events. The Climate Change Act 2008, which was amended in 2019, sets the target for net zero carbon emissions by 2050. The Paris Agreement (2015), which was adopted by participating member states of the 21st Conference of the Parties (COP) of the United Nations Framework Convention on Climate Change, establishes an aspiration to achieve net zero greenhouse gas emissions during the second half of the 21st century.
- 2.35. The Council has a very important role in shaping new and existing developments in ways that reduce carbon emissions and positively build community resilience to problems such as heat stress or flood risk. Policies in the Local Plan must ensure that development within the Borough contributes to the mitigation of, and adaptation to climate change. This policy sets out the overarching policy approach to climate change, drawing on the evidence from the Surrey Heath Climate Change Study (2020).

³³ V Masson-Delmotte et al.: Global Warming of 1.5°C. An IPCC Special Report on the Impacts of Global Warming of 1.5°C above Pre-industrial Levels and Related Global Greenhouse Emission Pathways, in the Context of Strengthening the Global Response to the Threat of Climate Change, Sustainable Development, and Efforts to Eradicate Poverty. Summary for Policymakers. Intergovernmental Panel on Climate Change, Oct. 2018. Available online at: http://report.ipcc.ch/sr15/pdf/sr15_spm_final.pdf.



- 2.36. There is an important link between the physical and social environment in which we live and how healthy we are, both physically and mentally. Planning has a central role in creating places where it is easier for people to live healthier lives and robust climate change policies can help achieve this. In delivering measurable climate change mitigation and adaptation measures, the Policy seeks to ensure that new development in Surrey Heath considers local issues relating to health and wellbeing at an early stage of the planning process and will also deliver improvements and contribute to health and wellbeing, making it easy for the residents of the Borough to live healthy, green lifestyles.

Policy SS3a: Climate Change mitigation

- 1) To support a decarbonisation trajectory to net zero by 2050, the Council will seek to deliver significant reductions in carbon emissions for the Borough. This will be achieved by:
 - a) ensuring that new development contributes to addressing climate change through low/zero carbon design and improves energy efficiency for all residential and non-residential buildings, as set out in Policy DH8;
 - b) supporting renewable and low carbon energy and heating schemes for major development proposals in accordance with Policy E5;
 - c) supporting the low carbon economy, a focus of the emerging Local Industrial Strategy for the Enterprise M3 Local Enterprise Partnership (LEP)³⁴;
 - d) directing development to locations in the defined settlement areas in the West of the Borough that will minimise the need to travel and maximise the use of sustainable modes of transport, promoting a modal shift away from private car use;
 - e) promoting sustainable modes of transport through Policy IN2, including provision and installation of electric vehicle charging points for all developments;
 - f) ensuring that trees are protected, in accordance with Policy DH5, and that there is no net loss in the carbon storage capacity provided by the Borough's trees³⁵;
 - g) increasing the potential for green infrastructure and habitats to sequester³⁶ and store carbon, including through biodiversity net gain as set out in Policy E3, and supporting the planting of trees in the Borough; and

³⁴ See enterprisem3.org.uk/hub/clean-growth

³⁵ This generally equates to ensuring that there is no net loss in the biomass equal to the original tree.

³⁶ Carbon sequestration can be defined as actions required for the long-term storage of carbon dioxide or other forms of carbon to either mitigate or defer global warming and avoid dangerous climate change.



- h) requiring new development to manage construction waste effectively and responsibly to reduce the carbon emissions of construction activities, set out in policy DH8.
- 2) Development proposals will need to demonstrate how they are maximising reductions in carbon emissions and contributing to the decarbonisation trajectory for net zero by 2050. Unless otherwise required through site allocation policies, proposals for over 500 dwellings will be required to deliver zero carbon development, either through on-site measures or, if it is demonstrated that is not feasible, through carbon offsetting.

Policy SS3b: Climate Change adaptation

- 1) New development will be permitted which helps build communities that are resilient to climate change and contribute to healthy living by:
 - a) being designed so as to maximise the potential for climate change adaptation, as set out in Policy DHI, to ensure that new development minimises vulnerabilities and provides resilience to impacts arising from climate change;
 - b) positively contributing to creating high quality, active, safe and accessible places;
 - c) maximising sustainable water use, in accordance with Policy DH4;
 - d) addressing existing and future flood risk, in accordance with Policy E6;
 - e) maximising the potential of green infrastructure in the design of new development to facilitate adaptation to climate change, in accordance with Policy IN5;
 - f) planting trees and other vegetation, where appropriate as part of the landscape scheme, to provide shading of amenity areas, buildings and streets;
 - g) delivering urban greening, including incorporating green walls and green roofs into new development;
 - h) delivering biodiversity net gain and avoid the loss of biodiversity, in accordance with Policies E2 and E3; and
 - i) minimising the potential for heat stress, particularly areas or types of development at greater risk of heat stress, through innovative design.
- 2) Development proposals will need to demonstrate how they are maximising their adaptive capacity. Planning applications relating to major development, infrastructure and potentially vulnerable developments will be required to provide severe weather management plans.
- 3) Measures that will help contribute to healthier communities and reduce health inequalities must be incorporated into new development where appropriate. Proposals for major development schemes should incorporate a Health Impact Assessment (HIA).

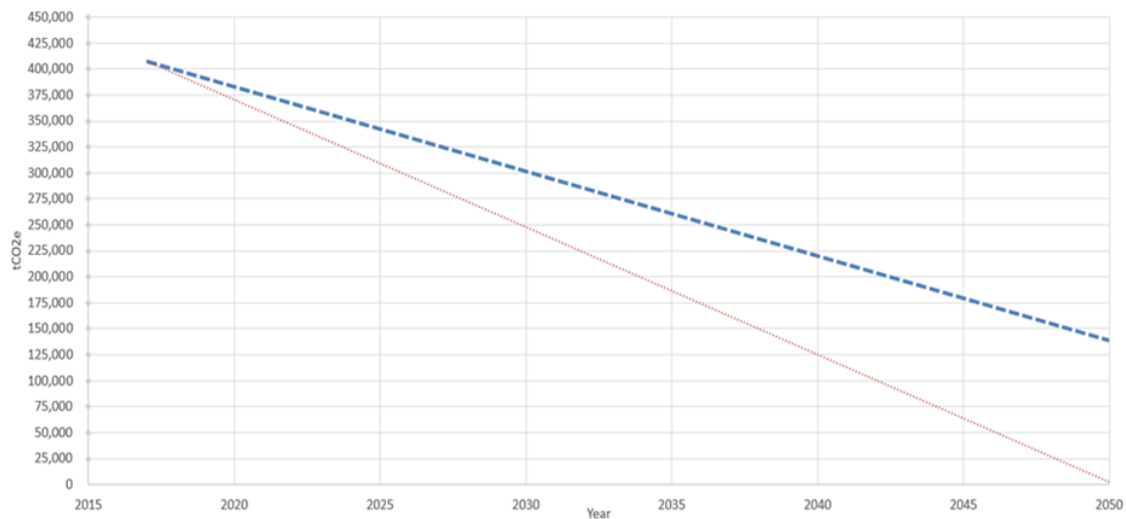


- 2.37. Section 19(1A) of the Planning and Compulsory Purchase Act 2004 states that ‘Development plan documents must (taken as a whole) include policies designed to secure that the development and use of land in the local planning authority’s area contribute to the mitigation of, and adaptation to, climate change’.
- 2.38. The NPPF identifies the planning system as having an important role in supporting the transition to a low carbon future in a changing climate, including the valuable contribution that small scale projects can provide. The NPPF states that the planning system should help shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience. At paragraph 153 the NPPF identifies that Plans should take a proactive approach to mitigating and adapting to climate change.
- 2.39. In 2018, the Government’s Road to Zero strategy set out its ambitions for all new cars and vans to be effectively zero emission by 2040. In October 2021, the Government published the Net Zero Strategy: Build Back Green that’s sets out policies and proposals for keeping the United Kingdom on track for its coming carbon budgets and a vision for a decarbonised economy in 2050. The Surrey Climate Change Strategy sets out a goal to achieve net zero by 2050 and provides a joint framework for collaborative action on climate change across Surrey’s local authorities and other partners.
- 2.40. In order to meet the requirements of Section 19(1A) of the Planning and Compulsory Purchase Act 2004, it is important that Local Plans include policies designed to contribute to the mitigation of, and adaptation to, climate change.
- 2.41. The Surrey Heath Climate Change study (2020) explores how climate change objectives, both in respect of mitigation and adaptation, might most effectively be addressed through the Local Plan. To achieve this, the study seeks to answer the following three questions for both climate change mitigation and adaptation:
1. What is the context?
 2. What is the baseline scenario?
 3. What are the intervention options feasibly open to the Council?



2.42. The study sets out that, based on the Borough’s baseline emissions as of 2017, there will be an estimated reduction of 45% in carbon emissions by 2040 based on current trends. The study identifies that in order to achieve net zero by 2050, there will be a need to achieve carbon emission reductions of approximately 70% by 2040, as illustrated in Figure 3 (below). This illustrates that there is a significant ‘policy gap’ that needs to be addressed through the Local Plan and the study concludes that objectives relating to climate change mitigation and adaption must be central to Local Plan decision-making. However, the study also makes clear that achieving a net zero decarbonisation trajectory will also require interventions outside of the Local Plan’s sphere of influence, most notably in respect of retrofitting of existing buildings, but also in numerous other areas, e.g. in respect of supporting electric vehicle uptake and new energy infrastructure.

Figure 3: A baseline emissions reduction scenario (in blue) and a ‘net zero 2050’ scenario (in red)



2.43. The Surrey Heath Climate Change study makes a number of recommendations for interventions that the Local Plan can take to maximise carbon emission reductions in new development and the resilience of local communities to a changing climate. These recommendations have been incorporated into the draft Local Plan, including directly into the suite of climate change policies for which policy SS3a is overarching.

2.44. The Council will produce a Climate Change and Green Infrastructure SPD that will set out detailed guidance on how new development can contribute to climate change mitigation and adaptation. Applications for larger development proposals should consider the potential to deliver the electricity supply needs for electric or low emission vehicles through on-site renewable energy provision.



- 2.45. All proposals for new residential development should demonstrate how they are maximising reductions in carbon emissions and contributing to the decarbonisation trajectory for net zero by 2050, as well as demonstrate how they are maximising climate resilience. This should be included as part of the Design and Access Statement. Development proposals in excess of 500 net new dwellings will be required to deliver zero carbon development, either through on-site measures or, if it is demonstrated that is not feasible, through carbon offsetting. Where a development proposal would result in the loss of trees, it should be clearly demonstrated by the applicant that the loss will be offset through the provision of tree or vegetation planting of equal or greater carbon storage capacity.
- 2.46. The cost implications of meeting the requirements for climate change will be assessed along with other requirements in the Plan through a Whole Plan Viability Study. In line with national planning policy and guidance applicants will need to take these Policy requirements into account when acquiring sites and in preparing development proposals. Development proposals that do not meet the Policy requirements will only be supported in exceptional circumstances and where the applicant can demonstrate site specific circumstances that can identify circumstances that were unaccounted for in the Whole Plan Viability Study. In order for the Council to consider such circumstances an independent viability appraisal must be submitted. To ensure transparency, this will be published on the Council's website and developers will be expected to meet the costs of any financial appraisals commissioned by the Council as well as their own. Notwithstanding this the Council will not permit development if it would compromise the Council's ability to meet its duties under Section 19(1A) Planning and Compulsory Purchase Act 2004.
- 2.47. Successful adaptation to climate change requires a holistic approach, which includes everything from flood risk to heat stress. Green infrastructure plays an important role in climate change mitigation, through contributing to carbon sequestration, and climate change adaptation, including through reducing heat stress and the potential for surface water flooding. This could include the incorporation of bio-diverse roofs, combination green and blue roofs and green walls, where appropriate, into new development. The climate change and green infrastructure SPD will provide detailed guidance on how new development can maximise the potential of green infrastructure in contributing to climate change adaptation.



- 2.48. The Council's Strategic Flood Risk Assessment identifies the potential impact of Climate Change on flood risk in the Borough. Where it can be demonstrated that the design of the development can deal with flood risk safely in the long term, they should be considered positively in the exception test (and sequential test if applied). This concept has been widely applied in Europe, ensuring that communities can 'live with' flood risk. This is particularly important where there are no alternative realistic options for new development.
- 2.49. As a result of climate change, the impacts of heat stress in residential properties and urban environments is likely to become increasingly prevalent and impact on the health of local people. Heat stress is particularly of concern for the elderly who are less able to regulate their own body temperature and urban areas at greater risk of the urban heat island effects. The Local Plan will seek to ensure the new development for at risk groups to heat stress, such as the elderly, or in at risk areas of heat stress, such as urban areas, takes full account adaptation measures for heat stress in site layout and design.
- 2.50. Through supporting and delivering zero/low carbon development which is resilient to climate change, the policy will also contribute significantly to health and wellbeing. In producing climate change assessments, development proposals should include details of how new development will deliver improvements to health and well-being through high quality, future proofed sustainable development.
- 2.51. The creation of healthy environments for people of all ages across the Borough will be a key consideration when the Council assesses and determines planning applications to support and enhance health and wellbeing in the Borough, taking account of site-specific considerations. A healthy environment can promote and encourage healthy lifestyles and these are aided through good urban design, green open spaces and access to active travel choices such as walking and cycling. Other than the built and natural environment, there are social and cultural factors that promote good health and wellbeing – such as a variety of community groups, religious institutions, arts, and culture and leisure facilities.
- 2.52. For major development proposals it is a requirement to prepare a HIA. The HIA should identify the likely health impacts of the development and include measures to improve health outcomes and address negative effects and inequalities. The scope of a HIA will vary depending on the size of the development and its location.



3. Section 3: Housing

Policy HA1: Site Allocations

- 3.1. Policy HA1 allocates sites for development within Surrey Heath to support the Local Plan's spatial strategy, meeting the identified housing requirement in the Borough set out in Policy SSI. To meet this requirement, sites are allocated for the development of housing, in addition to some other uses.
- 3.2. Site allocations are informed by the conclusions of the Strategic Land Availability Assessment ('SLAA'). The SLAA is updated annually and assesses potential development sites within the Borough. The SLAA process has identified a range of sites that are considered deliverable and/or developable within the Plan Period³⁷.
- 3.3. The Local Plan allocates those SLAA sites that have been found to be sustainably located and are also projected to deliver 25 new homes or more (inclusive). The allocation of these sites has been considered with regard to national policy and the spatial strategy for Surrey Heath.
- 3.4. The findings of the Sustainability Appraisal have also been taken account of in the allocations process. Development is directed to the most sustainable locations, making the best use of previously developed land.
- 3.5. Together, the site allocations seek to deliver a significant proportion of the Local Plan's housing requirement. The remainder of the Borough's housing requirement will be delivered on non-allocated sites that are identified in the SLAA. The SLAA provides an assessment of all sites that are suitable, available and achievable for housing and economic development uses over the plan period. Of the housing sites that form the supply, only those meeting the criteria outlined above have been specifically allocated.
- 3.6. In addition to the identified sites, the housing trajectory includes allowances for the likely delivery of smaller sites below the site-size threshold of 5 units or more (net), homes delivered through prior notification applications, and other general windfall sites. There are also opportunities for rural exception sites to deliver new homes, which are small-scale developments providing affordable homes in locations where new homes would not usually be appropriate. These allowances are based on previous delivery trends. Decisions on these sites will be informed by the Local Plan's strategy and policies.

³⁷ As defined in NPPF Annex 2: Glossary. Available online at: www.gov.uk/guidance/national-planning-policy-framework/annex-2-glossary.



- 3.7. Site allocations do not grant planning permission for the site. Planning applications will continue to be determined on their own merits in relation to the policies in this plan. The allocated approximate quantum of development for each site is based on an initial assessment of its potential capacity and is neither a maximum nor a minimum. Further detail and evidence will need to be considered at the planning application stage regarding constraints, design considerations, and the need to deliver the most efficient use of the land.
- 3.8. Policies HA1, HA2, HA3 and HA4 set out the Borough's residential-led site allocations. Development proposals for allocated sites will be required to accord with the detailed development requirements as set out in the relevant site allocation policy. The Local Plan contains numerous other policies, which also apply to these sites in addition to the specific requirements set out in the site allocation policies. Where site allocation policies set out requirements that are more stringent than those in another policy within the Local Plan, the site allocation policy will take precedence.
- 3.9. Policies HA2 and HA3 set out site-specific development requirements for the strategic housing allocation sites located in Camberley Town Centre. Policy HA4 sets out site-specific development requirements for the strategic site at Mindenhurst (formerly Princess Royal Barracks), Deepcut, which benefits from outline planning permission and is currently under construction for phases where full planning permission has been secured.
- 3.10. Development proposals should aim to approximately deliver the identified quantum of development for the relevant site. Development proposals may be permitted that are higher or lower than the indicative capacity, which must be determined through the adoption of a design-led approach. Significant reductions from the approximate housing numbers as set out in the site allocations will be strongly resisted.
- 3.11. Further detailed information about these sites is available in the SLAA, which forms part of the Local Plan evidence base. The SLAA site reference number is shown on the site policy, for ease of cross referencing.



3.12. Policy HA1 allocates the following sites for housing (C3) development:

Table 5 – Site Allocations in Policy HA1

Policy Reference	SLAA Site ID	Site Name / Address	Number of homes allocated (net)
HA1/01	181	134 and 136 London Road, Bagshot	26
HA1/02	247	Bagshot Depot and Archaeology Centre, London Road, Bagshot, GU19 5HN	50
HA1/03	921	Land East of Park Street, North of Princess Way (former House of Fraser)	120
HA1/04	865	84-100 Park Street, Camberley	61
HA1/05	240	Camberley Centre, France Hill Drive, Camberley, GU15 3QG	35
HA1/06	25	Camberley Station, Station House, Pembroke Broadway	75
HA1/07	833	York Town Car Park, Sullivan Road, Camberley	27
HA1/08	552	Land at Frimhurst Farm, Deepcut Bridge Road, Deepcut	65
HA1/09	907	Sir William Siemens Square, Chobham Road, Frimley	200
HA1/10	557	Land west of Sturt Road, Frimley Green	160
HA1/11	178	Land east of Benner Lane (partial Housing Reserve Site), West End	73
HA1/12	177	Housing Reserve Site, East of Heathpark Drive, Windlesham	116
HA1/13	447	Chobham Rugby Club, 50 Windsor Road, Chobham, GU24 8LD	91

3.13. Policy HA1 allocates the following sites for Extra-Care Accommodation, Sheltered Accommodation, or Care Home (C2) development:

Table 6 – Site Allocations for C2 Development in Policy HA1

Policy Reference	SLAA Site ID	Site Name / Address	Number of homes allocated (net)
HA1/14	801	Pinehurst, 141 Park Road, Camberley	44 (C3 Equivalent)



Policy HAI: Housing allocations

1) The following sites are allocated for housing to support the delivery of new homes to meet Surrey Heath's housing requirement in Policy SSI:

Site Reference	Site Name / Address	Indicative Homes (Gross)	Net
HAI/01	134 and 136 London Road, Bagshot	26	26
Description	Outline planning permission has been granted for a residential-led scheme totalling 26 apartments at the site.		
Development Requirements	<p>1) Development proposals are required to:</p> <ul style="list-style-type: none"> a) retain and enhance the local character of the area, b) implement a scheme with distinctive yet sympathetic identity, which provides an appropriate focal point given the site's prominent location on London Road. c) incorporate suitable pedestrian and cyclist access from the site, helping to encourage linkages between the site and Bagshot District Centre to the east, and Camberley to the west. d) retain the existing vegetation boundary along London Road as far as reasonably practicable. e) provide high-quality landscaping and usable private and communal amenity spaces, whilst avoiding future pressures to remove TPO trees. 		
Site Reference	Site Name / Address	Indicative Homes (Gross)	Net
HAI/02	Bagshot Depot and Archaeology Centre, London Road, Bagshot, GU19 5HN	50	50
Development Requirements	<p>1) Development proposals are required to:</p> <ul style="list-style-type: none"> a) demonstrate that the design of the scheme is genuinely conservation-led, having special regard to the retention and enhancement of the character of the Bagshot Park Conservation Area and its setting, in which the Grade II listed Bagshot Park forms the centre piece. b) demonstrate that the design of the scheme has been informed by: <ul style="list-style-type: none"> i. a detailed Air Quality Assessment (AQA), which 		



Policy HA1: Housing allocations

	<p>identifies potential significant adverse impacts on sensitive receptors from any source of emissions to air, and</p> <p>ii. an Emissions Mitigation Assessment (EMA), which details the appropriate avoidance and mitigation measures that will be implemented to prevent significant adverse impacts on sensitive receptors, including future occupiers or users of the site, from any sources of emissions to air.</p>		
Site Reference	Site Name / Address	Indicative Homes (Gross)	Net
HA1/03	Land East of Park Street, North of Princess Way (former House of Fraser)	120	120
Development Requirements	<p>1) Development proposals are required to implement a design-led, mixed-use redevelopment scheme that:</p> <ul style="list-style-type: none"> a) incorporates active town-centre uses at ground-floor level. b) provides flatted development above the ground-floor level at a suitable density for the town-centre location. c) utilises high-quality architectural design to improve engagement with the street-scene, contributing to urban greenery and providing distinctive public realm within this prominent central location. d) provides an enhanced gateway into Camberley Town Centre from Park Street, incorporating an attractive promenade that leads through to The Square Shopping Centre and an attractive link to Princess Square. e) maximises the corner location to create an attractive, design-led, contemporary urban living environment that takes account of external views from new flatted development, uses the built form, changes in materials, and hard and soft landscaping, to define public and private spaces effectively. f) supports the broader regeneration of Camberley Town Centre, providing a contemporary and sustainable development that delivers an attractive and accessible public realm, including integrated services for the public. 		



Policy HAI: Housing allocations			
Site Reference	Site Name / Address	Indicative Homes (Gross)	Net
HAI/04	84-100 Park Street, Camberley	61	61
Description	The site benefits from planning permission for 61 sheltered apartments. However, the site has been identified as being suitable for a revised, residential (C3) development scheme.		
Development Requirements	<p>1) Development proposals are required to:</p> <ul style="list-style-type: none"> a) comprise flatted accommodation of a suitable density given the town-centre location, within walking distance of Camberley Train Station. b) utilise high-quality architectural design to provide a coherent building-line along Park Street that contributes to and engages the existing street-scene in this prominent central location, improving the public realm. c) incorporate vehicular access to the site from Southwell Park Road. d) demonstrate that the detailed site layout has been informed by the proximity to the railway flanking the southern boundary of the site regarding safety, noise, and visual barrier effects. e) retain and strengthen the existing tree planting and landscape buffering between the site and the railway line, to reduce noise and visual impacts from the railway. 		



Policy HAI: Housing allocations			
Site Reference	Site Name / Address	Indicative Homes (Gross)	Net
HAI/05	Camberley Centre, France Hill Drive, Camberley, GU15 3QG	35	35
Development Requirements	<p>1) Development proposals are required to:</p> <ul style="list-style-type: none"> a) retain and reuse the existing Adult Education Centre (AEC) building, a local heritage asset, including the generous landscape setting. b) implement a design-led development that is sympathetic to and integrates well with the scale, height, and character of the existing Adult Education Centre (AEC) building. c) retain as far as practicable the existing abundance of trees and landscaping, which contributes to the local distinctiveness of the site. d) retain the existing educational community use on-site, or re-provide the use at a suitable off-site location. e) provide improved pedestrian and cycle access to the site from Camberley Town Centre. f) provide suitable vehicular access to the site, and suitable highways access within the site. 		



Policy HAI: Housing allocations			
Site Reference	Site Name / Address	Indicative Homes (Gross)	Net
HAI/06	Camberley Station, Station House, Pembroke Broadway, Camberley	75	75
Development Requirements	<p>1) Development proposals are required to:</p> <ol style="list-style-type: none"> a) deliver a high-quality, design-led, sustainable development suitable for the prominent gateway location to Camberley Town Centre. b) be sympathetic to the complex surrounding context of the site with regard to scale, height, and massing. Particular consideration should be given to the adjacent King's Court and the former Magistrate's Court development site. c) incorporate a new or improved train station, with associated transport interchange facilities, including car and cycle parking. d) incorporate high-quality, design-led, public realm and wayfinding improvements for pedestrians and cyclists, improving connectivity to Camberley Town Centre and to both Portesbery Road and Knoll Road. Public realm improvements should focus on improving connectivity, safety, and sense of place. e) improve interconnectivity between Camberley Train Station and the bus stops on Pembroke Broadway, through high-quality urban design, use of hard and soft landscaping, sightlines and signage. f) enhance visual connectivity between the site and Camberley Town Centre, through layout, arrangement of built form and public space, massing, design, materials and signage. g) be informed by the results of a full Noise Impact Assessment that considers the proximity to the railway line. 		



Policy HA1: Housing allocations			
Site Reference	Site Name / Address	Indicative Homes (Gross)	Net
HA1/07	York Town Car Park, Sullivan Road, Camberley	27	27
Development Requirements	<p>1) Development proposals are required to:</p> <ul style="list-style-type: none"> a) deliver a high-quality, design-led development that is sympathetic to the existing character of the area, and has regard to the design, scale, height, and built-form of the adjacent approved development at Victoria Court, 407-409 London Road And 9-13A Victoria Avenue, Camberley (Application reference: 19/0251). b) incorporate high-quality landscaping, including tree-planting along Sullivan Road, increasing the overall amount of greenery and vegetation in the locality and softening the existing townscape. c) retain and/or re-provide the public car-parking currently on-site. d) incorporate public access from the site to Frimley Road and Victoria Avenue, to encourage permeability and create linkages. 		



Policy HAI: Housing allocations			
Site Reference	Site Name / Address	Indicative Homes (Gross)	Net
HAI/08	Land at Frimhurst Farm, Deepcut Bridge Road, Deepcut, GU16 6RF	65	65
Development Requirements	<p>1) Development proposals are required to:</p> <ul style="list-style-type: none"> a) deliver a high-quality, design-led development that is sympathetic to the existing character of the area. Particular consideration should be given to the enhancement of the character of the Basingstoke Canal Conservation Area. b) incorporate high-quality landscaping, enhancing and retaining the existing treed character of the site, which contribute to local distinctiveness. c) demonstrate that the detailed site layout has been informed by the proximity to the railway flanking the southern boundary of the site regarding safety, noise, and visual barrier effects. d) demonstrate that the detailed site layout has been informed by the proximity to the Basingstoke Canal Conservation Area to the north of the site. e) retain and strengthen the existing tree planting and landscape buffering between the site and the railway line on the southern boundary of the site, to reduce noise and visual impacts from the railway. f) demonstrate that the proximity of the site to the Basingstoke Canal SSSI has been taken into consideration. In particular, mature trees currently on site should be retained where these are considered to support the functioning of the SSSI. 		



Policy HAI: Housing allocations			
Site Reference	Site Name / Address	Indicative Homes (Gross)	Net
HAI/09	Sir William Siemens Square, Chobham Road, Frimley	200	200
Development Requirements	<p>1) Development proposals are required to:</p> <ul style="list-style-type: none"> a) deliver a high-quality, design-led re-development scheme that is sympathetic to the character of the area, providing a density, scale, height and massing appropriate for the local context of Frimley village whilst making the most effective use of the land. b) contribute to the urban greening of the area, providing integrated amenity roof terraces and/or atrium courtyards within the envelope of the development. c) retain the continuous green, rural character of Chobham Road, including the retention of mature trees that contribute to the local distinctiveness. d) incorporate high-quality, integrated hard and soft landscaping, seeking to retain and enhance the geometric layout of the site. e) be sympathetic to and enhance the green, rural character of the neighbouring playing fields. f) be sympathetic to the amenity of neighbouring residential areas. g) incorporate improved pedestrian and cycle access to, and through, the site, with appropriate linkages to Frimley District Centre and the Station. h) provide the maximum number of Gypsy and Traveller pitches or Travelling Showpeople plots that can be reasonably accommodated on the site, having regard to the level of local need within Surrey Heath and the criteria set out within Policy H10. 		



Policy HAI: Housing allocations			
Site Reference	Site Name / Address	Indicative Homes (Gross)	Net
HAI/10	Land west of Sturt Road, Frimley Green	160	160
Development Requirements	<p>1) Development proposals are required to:</p> <ol style="list-style-type: none"> a) retain an undeveloped area of greenspace at the southern extent of the site, providing distinct separation from the settlement of Mytchett. The protected trees in the southern area of the site should be retained as part of this. b) incorporate a landscape buffer along the boundary of the site with Sturt Road. This should include grass verges and tree planting to soften views of the development and reflect the rural character of the land to the east of Sturt Road. c) conserve and enhance the setting of the Grade II listed Church of St Andrews on the opposite side of Sturt Road, improving visual connections with the site. d) retain the historic pump-houses and their setting, reusing the buildings for residential purpose. e) demonstrate that the detailed site layout has been informed by the proximity to the two railway lines that flank the northern and south-eastern boundaries of the site regarding safety and potential noise impacts. f) be supported and informed by a detailed Noise Impact Assessment, which considers potential adverse effects arising from the railway lines. g) demonstrate that the design and layout of the development has been informed by the physical and visual barrier effects of the railway banks and bridges adjacent to the site. h) demonstrate that consideration has been given to traffic safety at Sturt Road, including safe pedestrian and cycle access to Frimley Green Local Centre. i) provide appropriate pedestrian and cycle access to the site, improving linkages to Frimley Green Local Centre and Frimley Lodge Park in particular. j) provide suitable vehicular access from Sturt Road and suitable highways access within the site. k) be supported and informed by a Biodiversity Survey and Report, given the site's proximity to an adjacent SINC. 		



Policy HA1: Housing allocations			
	<ul style="list-style-type: none"> l) be supported and informed by an Archaeological Study of the site. m) be supported and informed by a Flood Risk Assessment. Suitable flood mitigation measures, including SuDS, are required to address surface water flooding arising from the proximity to railway banks. n) provide the maximum number of Gypsy and Traveller pitches or Travelling Showpeople plots that can be reasonably accommodated on the site, having regard to the level of local need within Surrey Heath and the criteria set out within Policy H11. 		
Site Reference	Site Name / Address	Indicative Homes (Gross)	Net
HA1/11	Land east of Benner Lane (partial Housing Reserve Site), West End	73	73
Development Requirements	<ul style="list-style-type: none"> 1) Development proposals are required to: <ul style="list-style-type: none"> a) be sympathetic to and integrate with the design and layout of surrounding development at the former West End Reserve Site. b) incorporate a significant landscape buffer along the eastern edge of the site that adjoins the Green Belt, helping to preserve the rural character of the area and providing a soft transitional edge to the developed area. c) retain the Grade II listed Malthouse Farm and its curtilage, and preserve its setting. d) incorporate suitable vehicular access to, within, and through the site. e) provide linkages to West End Local Centre through improved pedestrian and cycle access to the site. f) be supported and informed by an Archaeological Study, Flood Risk Assessment, and Biodiversity Survey and Report. g) be supported and informed by an Heritage Assessment, which ascertains the setting of Malthouse Farm, a C16 timber framed Grade II listed farmhouse with ancillary barn and outbuildings that forms part of the site, and the visual relationship between the historic property and its immediate and wider setting. 		



Policy HAI: Housing allocations			
Site Reference	Site Name / Address	Indicative Homes (Gross)	Net
HAI/12	Housing Reserve Site East of Heathpark Drive, Windlesham	116	116
Description	Outline planning permission has been granted for 140 residential dwellings at the site. A Reserved Matters application has since been submitted for 116 dwellings.		
Development Requirements	<p>1) Development proposals are required to:</p> <ul style="list-style-type: none"> a) incorporate within the design and layout of the proposed scheme, as far as reasonably practicable, soft-landscaping and the retention of existing trees and greenspaces to reflect the verdant wooded character of the site. b) incorporate a significant landscape buffer along the eastern edge of the site, providing a soft edge to the developed area and ensuring a transitional character adjoining the Green Belt. c) provide suitable vehicular access to the site from Woodlands Lane and suitable highways access within and throughout the site. d) provide suitable pedestrian and cycle access from the site to create linkages to Windlesham Local Centre. e) provide a bespoke, on-site SANG to provide mitigation for the impact of the residential development on the Thames Basin Heaths Special Protection Area. Where an on-site SANG cannot be provided, this should be demonstrated to the Council's satisfaction at the planning application stage. f) be supported and informed by an Archaeological Study, Flood Risk Assessment, and Biodiversity Survey and Report. g) provide a community facility and incorporate adequate open space and recreational play provision in accordance with the Council's adopted standards. 		



Policy HAI: Housing allocations			
Site Reference	Site Name / Address	Indicative Homes (Gross)	Net
HA1/13	Chobham Rugby Club, Windsor Road, Chobham, GU24 8LD	91	91
Development Requirements	<p>1) Development proposals are required to:</p> <ul style="list-style-type: none"> a) deliver a high-quality, design-led, sustainable development that is suitable for the location of the site in Chobham village. b) secure a suitable alternative location for the re-provision of the existing community and recreational uses on-site, within the Borough, which would be secured through an S106 agreement with the Council. c) retain an appropriate provision of open green space on-site to be accessible by local residents, which is well-integrated into a network of green infrastructure throughout the site. d) deliver a strong sense of place that reinforces local distinctiveness and provides an attractive and functional living environment, established through a sensitive design that responds to the local context; including the topography and landscape of the area given the open space on and neighbouring the site. e) retain and enhance the local character of the area; incorporating high-quality landscaping that integrates well with the open, treed character of the surrounding area. f) retain and enhance the existing trees that form part of the boundary to the site as far as reasonably practicable. g) deliver a site layout that encourages permeability throughout the site and incorporates suitable pedestrian and cycle access from the site to nearby community facilities; in particular, to encourage linkages to the south toward Chobham high street. h) be sympathetic to the amenity of neighbouring residential areas and to enhance the green, open character of the neighbouring open space to the East. i) incorporate suitable vehicular access to the site from Windsor Road. 		



Policy HAI: Housing allocations

- j) incorporate adequate, high-quality open space and Areas of Plan on-site, in accordance with the Council's adopted standards.
- k) deliver a network of high quality, attractive streets and spaces that are convenient and safe to use.
- l) provide appropriate rainwater management through SuDs integrated with landscape design to visually and environmentally enhance the public realm.
- m) incorporate wildlife habitat creation and enhancements, including through the use of bird boxes, bat boxes, swift bricks and beehives in appropriate locations within the development.

Camberley Town Centre Strategic Sites

Site Name / Address	Policy Reference	Indicative Number of Homes (Gross)	Net
London Road Regeneration Block, Camberley	Refer to Policy HA2 for further detail	576	550
Land East of Knoll Road, Camberley	Refer to Policy HA3 for further detail	475	475

Strategic Site – Mindenhurst, Deepcut

Site Name / Address	Policy Reference	Indicative Number of Homes (Gross)	Net
Mindenhurst, Former Princess Royal Barracks, Deepcut	Refer to Policy HA4 for further detail	1200	1098



Policy HAI: Housing allocations	
Sites Promoted for Extra Care or Residential Care Uses	
Site Name / Address	Development Requirements
HA01/14 Pinehurst, 141 Park Road, Camberley	<ol style="list-style-type: none"> 1) Development proposals are required to: <ol style="list-style-type: none"> a) be sympathetic to and integrate with the design of surrounding development. b) provide high-quality, usable communal amenity spaces. c) incorporate high-quality landscaping, retaining and enhancing the existing treed character of the site's boundaries, which contributes to local distinctiveness. d) provide suitable vehicular access to the site and suitable highways access within the site. e) provide suitable pedestrian and cycle access from the site to create linkages to Camberley Town Centre.
	<ol style="list-style-type: none"> 2) Development proposals for residential (C3) or extra-care (C2) use on these sites are required to clearly identify how the proposed development addresses the identified site-specific considerations or requirements. 3) Where development proposals cannot clearly demonstrate that the identified site-specific considerations or requirements have been addressed, the planning application will be refused.

- 3.14. Spatial Strategy Policy SSI sets out the Borough's housing supply position, demonstrating how the local housing need will be delivered over the plan period (2019 – 2038). Policies HAI, HA2, HA3, and HA4 identify the main opportunities for the development of housing within the Borough. The remainder of the local housing need will be delivered on sites identified through the Council's Strategic Land Availability Assessment, including windfall development sites, which will be updated annually throughout the plan period.
- 3.15. The Council's spatial strategy seeks to make the most effective use of previously developed land in sustainable locations. Strategic housing allocations are identified in Camberley Town Centre and at Mindenhurst, the former Princess Royal Barracks in Deepcut. Allocated sites have been assessed within the Council's Sustainability Appraisal throughout the plan-making process. These assessments have informed the identification of site-specific considerations for developers.



- 3.16. The information set out against each proposed allocation is not a formal development brief. Any proposals coming forward on these sites will be assessed against all Local Plan policies and other material considerations relevant at the time of application. The Council may require developers to provide more information or include measures that are not specifically identified within the allocation policies.

Policy HA2: London Road Block Site Allocation

- 3.17. The London Road Block is a key development site within Camberley Town Centre, which provides an opportunity for a major, residential-led regeneration scheme. The site forms one of the largest areas of brownfield land in the Borough that is available for development within the Local Plan period. Owned by Surrey Heath Borough Council, regeneration of the London Road Block site will revitalise an underutilised area of Camberley Town Centre, providing a contemporary, sustainable, mixed-use development, with an attractive and accessible public realm.
- 3.18. Centrally positioned within Camberley Town Centre, south of London Road (A30), between Park Street and the High Street, the site comprises a number of buildings fronting London Road, the High Street, and Park Street, which accommodate retail and food and drink uses, with some residential accommodation above the ground-floor level. The site also includes the northern part of The Square shopping centre, focused on Obelisk Way, and the associated service and parking areas.
- 3.19. Regeneration of the London Road Block will improve the integration of services for the public within the Town Centre area and provide high-quality residential development. The London Road Block development provides an opportunity to deliver a dynamic and sustainable area for living, working and visiting, with direct pedestrian links to the Square Shopping Centre, the High Street, Camberley Station, and London Road. A masterplan must be produced for the site, which must be prepared in consultation with, and agreed by, the Council.

Policy HA2: London Road Block, Camberley Town Centre

Site area: 1.3ha

- 1) The London Road Block site is allocated for comprehensive, residential-led, mixed-use redevelopment, comprising:
 - a) approximately 550 new homes (net) with supporting infrastructure,
 - b) an appropriate mix of Town-Centre uses with well-integrated services,
 - c) the creation of a high-quality public realm.



Policy HA2: London Road Block, Camberley Town Centre

2) Development proposals are required to accord with a masterplan for the site that is agreed by the Council.

3) Development proposals are required to:

Housing

- a) deliver approximately 550 new homes (net);
- b) provide a minimum of 40% affordable housing, in accordance with Policy H7 (subject to detailed viability assessment);
- c) deliver an appropriate mix of new homes, reflecting the evidence in the most up-to-date Housing Need Assessment, whilst having regard to the Town Centre location and the need to provide flatted development.
- d) deliver a combination of predominantly flatted development and elements of townhouses, recognising the Council's ambition to significantly increase density within the Town Centre, and make efficient use of land

Commercial and Community Uses

- e) incorporate a mix of commercial, retail, leisure, and community uses appropriate for the urban location, supporting the viability and vitality of Camberley Town Centre, including:
 - i. small-scale retail uses and financial and professional services,
 - ii. restaurants and cafés, and
 - iii. office floorspace comprising conventional offices and/or flexible co-working space.
- f) demonstrate that consideration has been given to incorporating the following uses within the development:
 - i. a library and learning centre, and other community and health uses; and
 - ii. cultural, civic and leisure facilities.
- g) incorporate active frontages at the ground-floor level as appropriate, to enliven the development and provide an animated and vibrant streetscape;

Improved Public Realm

- h) deliver a comprehensively-planned public realm that is coherent, inclusive, safe and attractive, which includes;
 - i. new public open space providing a variety of scale and character, designed with high-quality, durable materials for everyone to enjoy
 - ii. attractive and multi-purpose street furniture, utilising cutting-edge green technology,



Policy HA2: London Road Block, Camberley Town Centre

- iii. appropriate outdoor lighting, water features, and signage,
- iv. public art, both permanent and temporary, and
- v. significant landscaping, which incorporates mature tree-planting and vegetated areas;
- i) deliver a public realm that reinforces local distinctiveness and create a positive sense of place;
- j) deliver a network of high quality, attractive streets and spaces that are convenient and safe to use;
- k) contribute to a better experience for all transport modes in the town centre, in particular walking and cycling;
- l) provide an enhanced gateway into Camberley Town Centre from London Road, which incorporates an attractive promenade with a sequence of hard and soft landscaped gardens that lead into The Square Shopping Centre;
- m) incorporate buildings of an appropriate scale, proportion, and architectural character, to enhance and reinforce a new, high-quality public square, which focuses on community and civic activity;
- n) deliver a widened and transformed streetscape fronting London Road, which incorporates mature tree-planting, sheltered waiting areas, pedestrian and cycle zones, taxi zone, drop off, a new bus stop and attractive hard-landscaping that differentiates the distinct zones;
- o) provide improved pedestrian accessibility between the High Street, Park Street, London Road, and Camberley's main public transport terminus at Pembroke Broadway;

Design and Character

- p) provide a new, urban quarter within Camberley Town Centre that is dynamic, and animated, containing retail, commercial, cultural and community uses with a contemporary, sustainable and distinctive building design, whilst reinforcing and complementing the established surrounding town centre areas;
- q) deliver an attractive and vibrant urban living environment where bespoke built form, integrated blue and green infrastructure, distinct views and a variety of high quality materials and landscaping are all well integrated and contribute to a dynamic environment for everyone to enjoy who lives, works and visits Camberley;



Policy HA2: London Road Block, Camberley Town Centre

- r) provide a development of high quality architectural standards, appropriate scale, height and massing with an average building height of 4 – 7 storeys, incorporating up to two landmark buildings with a maximum building height of 15 storeys, taking into account external views from the flatted development,
- s) incorporate buildings of no more than 3 storeys on the High Street frontage, which complement the historic Edwardian and Victorian character of this part of the town centre
- t) deliver a development which benefits from sustainable design and flexible layouts that permits adaptation over time, durable materials, sustainable construction methods, and the integration of roof gardens and vertical greenery, especially along London Road.
- u) demonstrate that the proposed development is consistent with locally adopted Design Codes;
- v) incorporate adequate open space and recreational play provision in accordance with the Councils adopted standards.

Transport Infrastructure

- w) provide appropriate contributions toward highways and public transport improvements³⁸;
- x) incorporate improved transport infrastructure, comprising:
 - i. improvements to the London Road junctions with the High Street and Park Street and the creation of pedestrian friendly areas at Obelisk Way (east) and the High Street (north).
 - ii. improved pedestrian and cycle links between the High Street and Park Street, and London Road to the Square Shopping Centre;
 - iii. provision of a new bus stop and taxi rank at the London Road gateway;
 - iv. improved pedestrian and cycle links along the London Road
 - v. potential provision of a short-stay drop-off/pick-up point and on-street disabled parking located at the London Road gateway, which provides electric vehicle charging capacity for all parking spaces;
 - vi. support for accessible and well-connected bus services to the London Road Gateway;
 - vii. appropriate accesses for service vehicles that are convenient for

³⁸ Further detail of the mitigation required will be explored through further work in the Infrastructure Delivery Plan (IDP) following completion of the Transport Assessment.



Policy HA2: London Road Block, Camberley Town Centre

use but designed discreetly to ensure they do not detract from the attractiveness of the new development;

Infrastructure

- y) provide mitigation for the additional pressure on education provision;
- z) provide mitigation for the impact of increased pressure on healthcare services in consultation with healthcare providers;
- aa) provide suitable, well integrated parking provision in accordance with adopted parking standards for the proposed land uses, and reflecting the town centre location, along with provision of adequate public car and cycle parking to serve the wider town centre and to meet the needs of residents and visitors;
- bb) incorporate measures to provide a green urban environment, such as green roofs, green walls, and both public and private garden amenity space for flatted development;

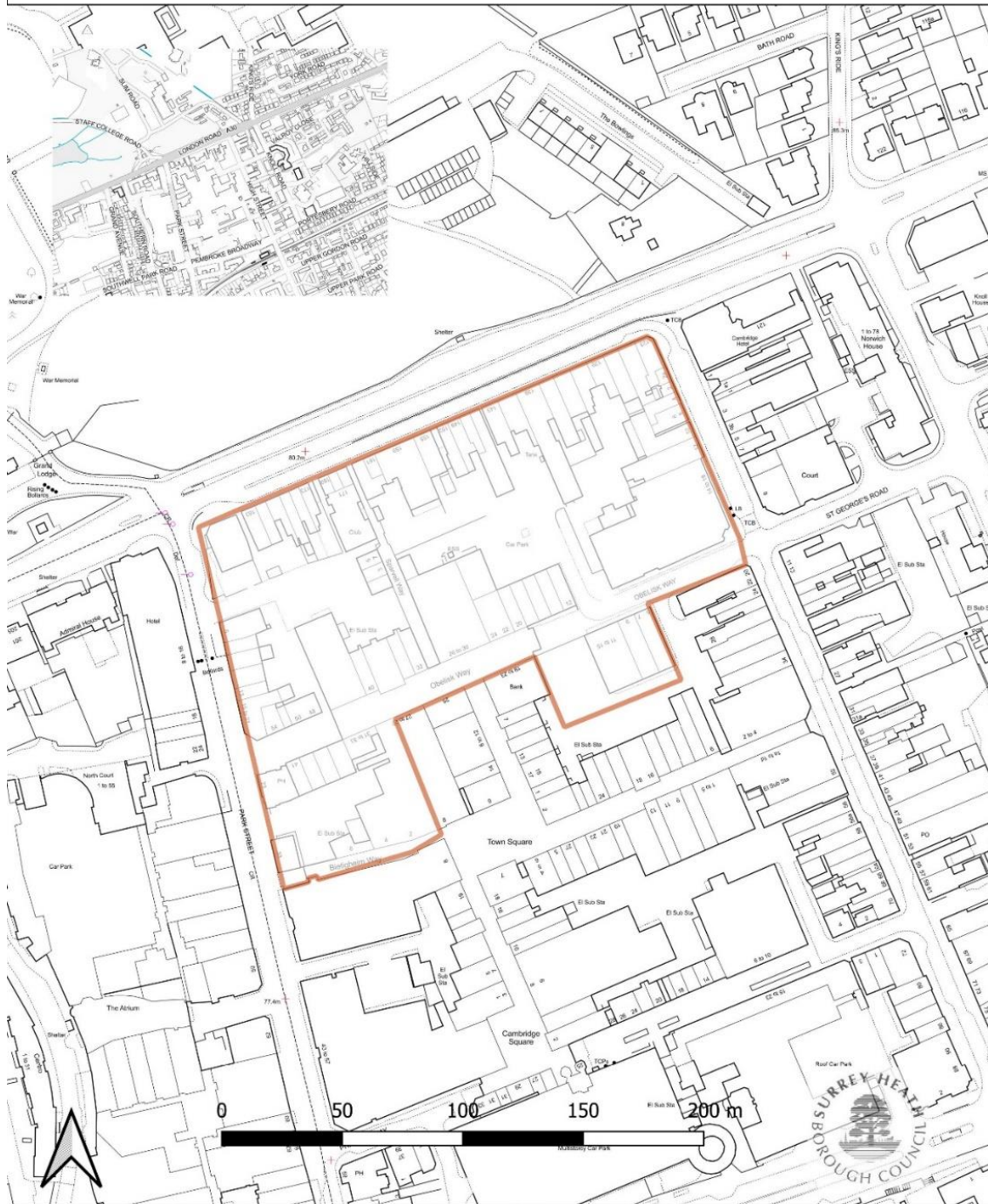
Environmental Requirements and Climate Change

- cc) Measures to avoid and mitigate any impact of the development on the Thames Basin Heaths Special Protection Area through the delivery of a suitable off-site SANG solution;
- dd) utilise net zero carbon design, including on-site renewable energy and/or decentralised energy generation;
- ee) incorporate wildlife habitat creation and enhancements, including through the use of bird boxes, bat boxes, swift bricks and beehives in appropriate locations within the development;
- ff) provide appropriate rainwater management through SuDs integrated with landscape design to visually and environmentally enhance the public and private realm.



Figure 4 – Allocation Site Map

London Road Block, Camberley Not to Standard Scale



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Reasoned Justification

- 3.20. The redevelopment of the London Road Block site provides an opportunity to deliver a new town-centre community within a landmark development that forms the northern gateway to Camberley Town Centre. Given the scale of the site, site-wide master planning and Design Codes³⁹ should be prepared in consultation with the Council and agreed prior to the submission of a planning application.

Mix of uses

- 3.21. Towns, high streets, and shopping centres, across the UK have faced challenges for over a decade from falling market demand, rising occupancy costs and increasing competition from online and out-of-centre shopping. These trends have been further accelerated and compounded by the COVID-19 pandemic. Consequently, the Town Centre Uses and Future Directions Study⁴⁰ identified that there is no potential capacity ('need') for new retail (convenience and comparison goods) floorspace.
- 3.22. The redevelopment of the London Road Block therefore provides an opportunity to condense the existing retail floorspace with the provision of high-quality units over a reconfigured footprint. Given the conclusions of the Future Directions Study, the site offers an opportunity to maximise residential provision in the Town Centre to improve its vitality and viability, whilst providing appropriate synergistic main town centre land uses.
- 3.23. Regeneration of this site should seek to deliver approximately 550 (net) new homes, with a minimum of 40% of these being affordable. Residential development should optimise the use of the land, given the sustainable location in Camberley Town Centre, delivering predominantly flatted development.
- 3.24. The mix of new homes delivered through this redevelopment scheme should reflect the evidence as set out in the most up-to-date Housing Needs Assessment (see Policy HA5: Range and Mix of Housing). However, this should be balanced with the recognition of the sustainable location of the site and the need to optimise land use. Therefore, residential development should largely comprise flatted development, with townhouses incorporated where appropriate.

³⁹ Consideration will be given to adopting these as a Supplementary Planning Document

⁴⁰ Available online at: www.surreyheath.gov.uk/residents/planning/planning-policy/evidence-base.



- 3.25. Although predominantly residential, the development of this site provides an opportunity to build a new community and incorporate a mix of town-centre uses that would create a vibrant new quarter in the heart of the town. To achieve this, development proposals should incorporate appropriate town-centre uses throughout the development, including; office and/or flexible co-working floorspace, professional, financial and institutional services, new restaurants, cafés and cultural and civic services/amenities.
- 3.26. Development proposals should also deliver excellent new public open spaces throughout the site, to be enjoyed by the new community and those who live in, work in, and visit Camberley Town Centre. Additionally, car and parking facilities, including the provision of electric vehicle charging points, must be provided in line with the parking standards as established in the emerging Surrey Heath Parking Standards Supplementary Planning Document (SPD).
- 3.27. Main Town Centre uses should be delivered at the ground-floor level throughout the development, providing an active frontage and enhancing the town centre with a diverse range of uses within the heart of Camberley. This will assist with the consolidation of the range of retail, commercial, and civic amenities offered within Camberley Town Centre. The provision of restaurants, cafés and small-scale retail units at the ground-floor level should be utilised to create an animated and active public realm throughout the daytime and into the evening. The relocation of Camberley Library, and the Council Offices should be considered, providing an opportunity for the creation of a new civic hub in the heart of Camberley, including a new combined library and lifelong learning facility, incorporating meeting rooms, classrooms and exhibition space.

Design and Public Realm

- 3.28. The London Road frontage of the site should be enhanced, providing an attractive and distinct new northern gateway to the Town Centre, characterised by high quality, contemporary architecture, well integrated placemaking and urban greenery.
- 3.29. The existing town centre is dominated by the enclosed Square Shopping Centre, which closes in the evening, making it difficult to travel on foot between the Atrium at Park Street and the High Street, which are the two main areas offering evening dining, leisure and entertainment. The redevelopment of the London Road Block provides opportunities to introduce new linkages within the town centre, improving connectivity between these two areas, and establishing improved permeability throughout, providing easy access to local green areas and parks, the new leisure centre and the new station.



- 3.30. Optimising the development of this town-centre site, buildings should broadly range from 4 to 7 storeys in height, in accordance with the relative character of the different areas surrounding the site. An attractive, pedestrian promenade with refreshing greenery and water features should be accommodated between the London Road and the Atrium. Additionally, two landmark buildings of up to 15 storeys should be incorporated at key, central locations within the site to create a focal point as seen from London Road and to frame the new public open place with a wide range of community and cultural activities in front of The Square shopping centre.
- 3.31. Streetscape improvements should be delivered also to the roads surrounding the allocated site, including the High Street, Park Street and London Road, creating a vibrant, high quality public realm. This will help provide improved permeability within the town centre through a coherent, pedestrian friendly street network. A new key pedestrian artery running north to south through the London Road Block will connect Camberley town centre with London Road, also establishing improved linkages to Pembroke Broadway, where Camberley's main public transport terminus is located and the new leisure centre, the Atrium.
- 3.32. The streetscape within and adjoining the site will need to be enhanced by high quality hard and soft landscaping and robust tree planting. Flexible public open space should also be provided at the heart of the site, with the capacity to accommodate a range of activities such as farmer's markets, public exhibitions and community and cultural events, and as a sequence of places along Park Street.
- 3.33. Camberley High Street retains elements of the original Victorian and Edwardian character of Camberley as a late 19th century settlement adjoining the Royal Military Academy. Development within the vicinity of this historic road should respect and complement its surrounding environment, and development fronting the High Street should be no taller than three storeys.
- 3.34. The existing High Street spur road along the London Road frontage should be transformed into a tree-lined boulevard, with separate pedestrian and cycle lanes and a new, additional bus stop and taxi zones close to the northern gateway site entrance. Pedestrian and cycle linkages should also be provided to nearby green spaces such as Camberley Park and The Obelisk, and the new Places Leisure Camberley at the corner of London Road and Grand Avenue. These linkages should provide connectivity to the new green corridor that will be delivered as part of Surrey Heath's wider green network, connecting the central core of the town centre to the valuable green spaces surrounding site allocation HA3, Land East of Knoll Road.



Sustainable Design and Energy

- 3.35. New development at the site will be required to meet a net zero carbon output through either on-site renewable energy provision, decentralised energy generation, or a combination of both measures. The submission of an Energy Statement demonstrating how this will be achieved in the proposal must be submitted as part of the proposal for the site's redevelopment.
- 3.36. The orientation of buildings, the detailed construction and design, the choice of building materials and construction methods should be sustainable and meet BREAAAM very good (residential) and excellent standards (commercial).
- 3.37. Actively involving the local community in the construction, for example by engaging apprentices and arranging training schemes in construction, should be a priority. Equally, engaging local artists and local colleges in the development of public art in the scheme is also a strong ambition.
- 3.38. All rainwater should be managed by sustainable drainage systems (SuDs) such as swales, green roofs, permeable paving, rainwater harvesting and water butts, which should be integrated within the public realm, and provide visual enhancements to their surroundings.
- 3.39. The development should deliver a green urban environment, which provides environmental and ecological benefits and a biodiversity net gain. To facilitate this, the following will be encouraged:
1. tree planting and vegetation within public areas;
 2. spacious green courtyards containing tree planting in semi-private or private residential areas; and
 3. green roofs, green walls and roof gardens in both public and private areas.
- 3.40. The inclusion of green roofs and green walls should also be considered as measures to improve energy efficiency through the natural insulation they create for buildings, retaining heat in the winter and providing natural cooling in the summer.
- 3.41. The establishment of a green urban environment will also provide opportunities for wildlife habitat creation and the ecological enhancement of the site. Measures to encourage wildlife should include the provision of bird boxes, bat boxes, swift bricks and beehives at appropriate public and private locations within the development.
- 3.42. Owing to the site's town centre location surrounded by established existing uses and with very limited adjoining available land, suitable SANGs provision must be provided off-site, to mitigate the impact of the new residential development on the Thames Basin Heaths Special Protection Area.



Policy HA3: Land East of Knoll Road Site Allocation

- 3.43. The 'Land East of Knoll Road' site is a 2.44 hectare site, located on the eastern edge of Camberley Town Centre. The site comprises predominantly brownfield land, with some areas of open green space. Existing buildings within the site comprise a mix of civic, institutional, and community uses; including Surrey Heath Borough Council's offices, Camberley Library, and the former Portesbery School.
- 3.44. Surrey Heath Borough Council and Surrey County Council are the landowners of the site. Given the sustainable town-centre location, the site provides a key opportunity to regenerate an underutilised area of publicly owned land, for a residential-led development with supporting infrastructure. The redevelopment of this site will enable the existing civic uses, currently operating at the site, to be re-provided in a more centrally-located area of Camberley Town Centre.

Policy HA3: Land East of Knoll Road, Camberley Town Centre

Site area: 2.44 ha

- 1) The site is allocated for comprehensive, residential-led redevelopment to create a vibrant new residential quarter within Camberley Town Centre, comprising;
 - a) approximately 475 new homes (C3), with supporting infrastructure and an enhanced public realm, and
 - b) the protection and enhancement of the existing designated green space at Camberley Park.
- 2) Development proposals are required to accord with a masterplan for the site that is agreed by the Council.
- 3) Development proposals are required to provide:

Housing

- a) approximately 475 new homes (net);
- b) a minimum of 40% affordable housing in accordance with Policy H7 (subject to detailed viability assessment);
- c) an appropriate mix of new homes, reflecting the evidence in the most up-to-date housing need assessment, whilst recognising the town-centre location;
- d) flatted development adjoining Knoll Road comprising 4 – 7 storeys (inclusive), reflecting the urban character of the area;
- e) an appropriate mix of townhouses and small-scale flatted development at the former Portesbery School and adjoining Camberley Park, reflecting the verdant, wooded character of the area;



Policy HA3: Land East of Knoll Road, Camberley Town Centre

- f) parking provision in accordance with adopted parking standards, reflecting the town centre location, providing adequate public, private and on-street vehicle and cycle parking to meet the needs of residents and visitors;

Public Realm

- g) high-quality public realm throughout the site, which provides improved permeability to the site from Knoll Road, including improved pedestrian, cycle, and vehicular links to Camberley High Street, London Road Block, and Camberley Station;
- h) an attractive new streetscape throughout the site, which utilises hard landscaping to differentiate pedestrian, cyclist, and vehicular zones, and soft landscaping incorporating mature tree planting and vegetated areas;
- i) a green corridor linking the site to Knoll Road and Camberley High Street, incorporating Camberley Park and adjoining woodland to the east, providing an enhanced green enclave within Camberley Town Centre, for residents and visitors to enjoy;

Design and Character

- j) a strong sense of place, with a distinctive, attractive, and functional living environment, established through a sensitive design that responds to the local context, including topography, landscape, and heritage;
- k) the protection and enhancement of the Grade II Listed Obelisk and its setting within a wooded part of Camberley Park;
- l) a design and layout that ensures new sightlines between the wooded setting of The Obelisk and the heart of Camberley Town Centre are established;
- m) demonstrate that the proposed development is consistent with locally adopted Design Codes;

Transport Infrastructure

- n) appropriate contributions toward highways and public transport improvements;
- o) a site layout that encourages permeability throughout the site and to surrounding areas;
- p) transport infrastructure comprising:
 - i. vehicular accesses to the site from Knoll Road to the west and Hillside to the southeast;
 - ii. differentiation of user zones and crossings through changes to the materials and colours used for surfacing;
 - iii. improved pedestrian and cyclist links between the site and Camberley High Street, and Camberley Station, with suitable



Policy HA3: Land East of Knoll Road, Camberley Town Centre

- crossing points implemented at Knoll Road;
- iv. improvements to the streetscape of Knoll Road, delivering psychological traffic calming measures through design and surfacing changes to provide a pedestrian and cyclist friendly environment;
- v. the retention of existing bus stops at Knoll Road and improved pedestrian access to Camberley Train Station, seeking to encourage residents and visitors to use public transport;
- vi. support for accessible and well-connected bus services to Knoll Road;

Infrastructure

- q) mitigation for additional pressure on education provision⁴¹;
- r) mitigation for the impact of increased pressure on healthcare services in consultation with healthcare providers;
- s) the protection and enhancement of the existing designated green space at Camberley Park including the wooded setting of the Grade II Listed Obelisk;
- t) measures to provide a green urban environment, such as green roofs, green walls, and both public and private garden amenity spaces, including children's play space, for flatted development;
- u) a distinct green corridor along the Eastern side of Knoll Road.
- v) a green corridor incorporating Camberley Park and The Obelisk, which will form part of the wider green infrastructure network in Surrey Heath, enhancing the ecological value of the site's surroundings and contributing to overall biodiversity net gain;
- w) the retention and expansion of the play area facilities at Camberley Park including woodland trails, an equipped play area and open space;

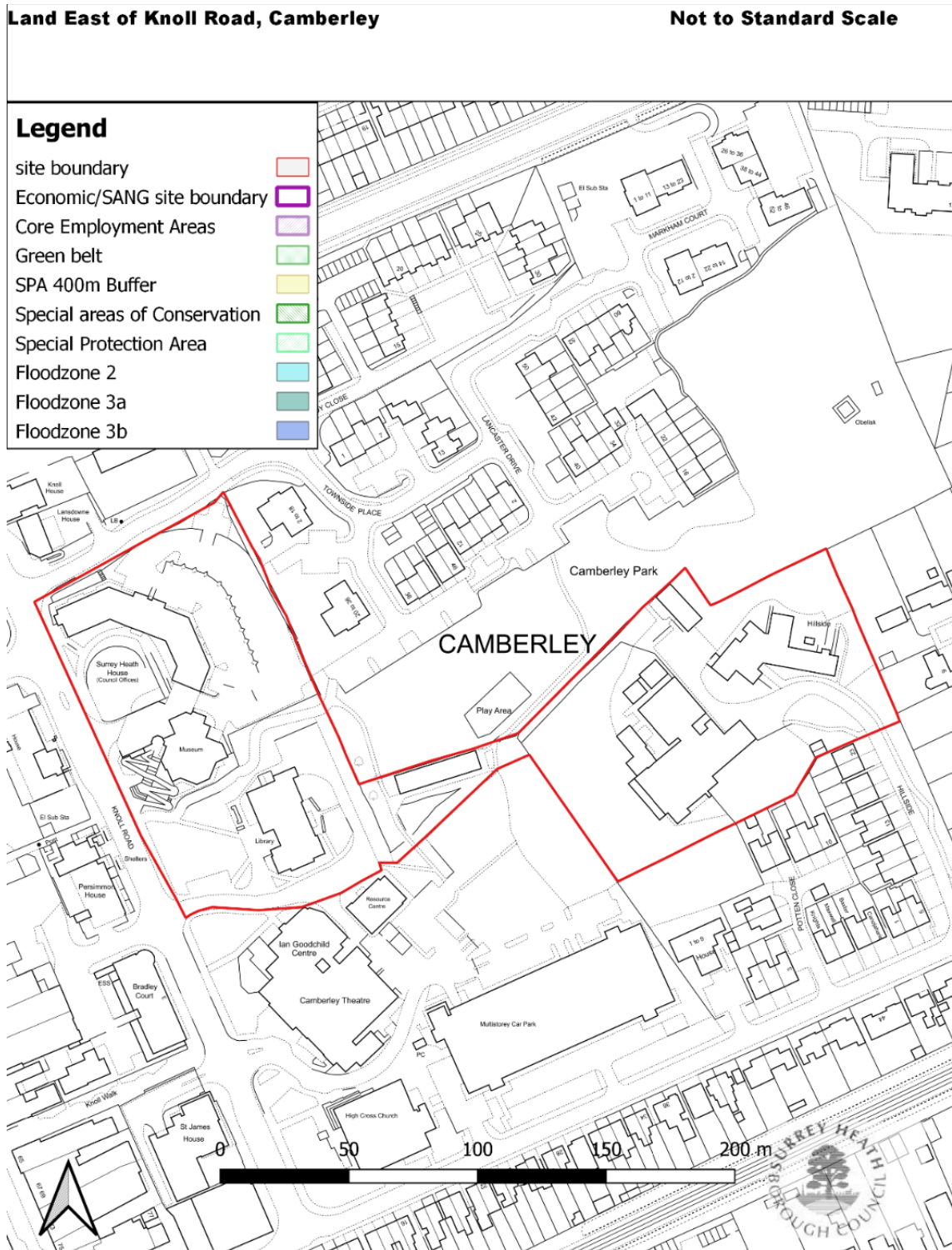
Environmental Requirements and Climate Change

- x) measures to avoid and mitigate any impact of the development on the Thames Basin Heaths Special Protection Area through the delivery of a suitable off-site SANG solution;
- y) a net zero carbon design including on-site renewable energy and/or decentralised energy generation;
- z) wildlife habitat creation and enhancements including bird boxes, bat boxes, swift bricks and beehives in appropriate locations within the development;
- aa) appropriate rainwater management through SuDs integrated with landscape design to visually and environmentally enhance the site.

⁴¹ Details of the mitigation required will be explored through further work in the Infrastructure Delivery Plan (IDP).



Figure 5 – Allocation Site Map



Reasoned Justification

Site Description

- 3.45. The 'Land East of Knoll Road' site has previously been allocated under Policy TC18 of the Camberley Town Centre Area Action Plan 2011-2028. In this allocation, the site was divided into two principal areas. Housing development was allocated at the former Hillside Centre, the former Portesbery School, and the former Camberley Police Station. The remaining area of the site was allocated for the reprovision of civic, cultural and community uses.
- 3.46. Following the allocation of the site, the former Camberley Police Station has been redeveloped to provide 35 new homes, whilst the former Portesbery School and Hillside Resource Centre remain vacant. The Council now intends to relocate the existing civic uses at Surrey Heath House and Camberley Library to a more central location within Camberley Town Centre. Consequently, the site provides a significant opportunity for comprehensive residential development, creating a new community within a sustainable town centre location.

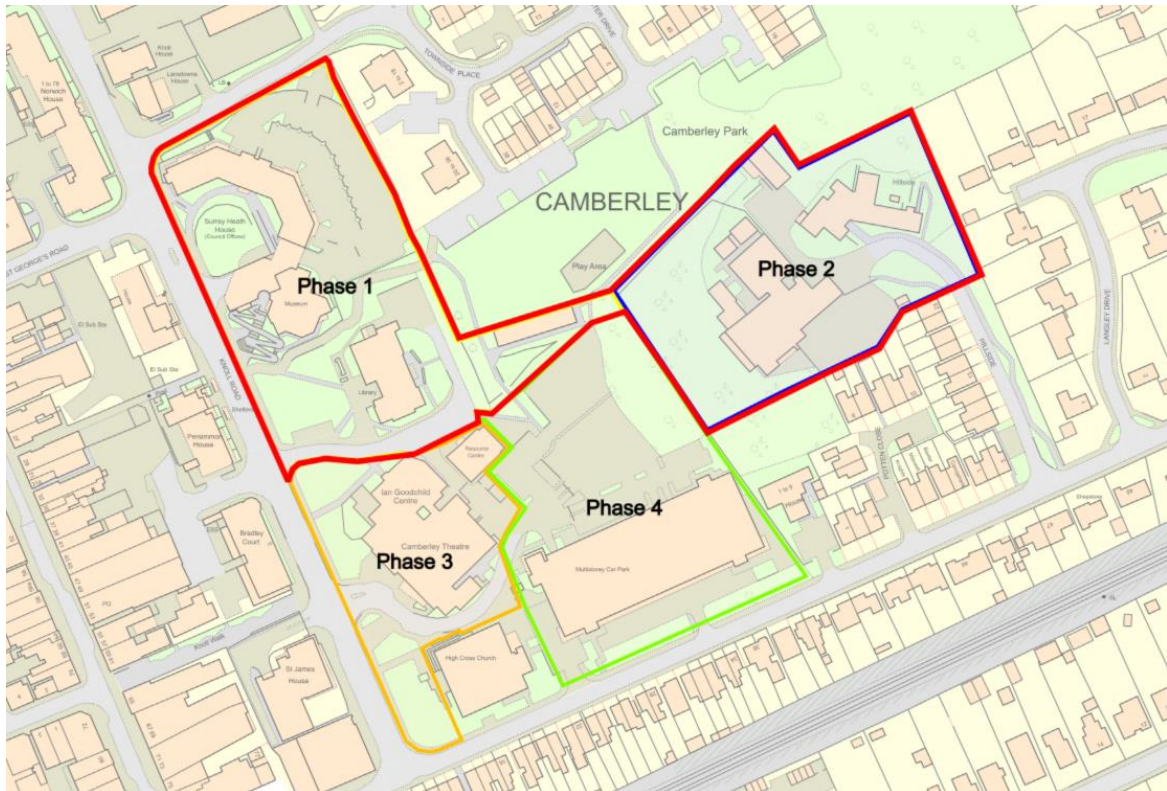
Further Opportunity Area

- 3.47. The allocated site comprises a 2.44 hectare area, which currently comprises the Surrey Heath Borough Council offices, Camberley library, and the former Portesbury School. Camberley Theatre and the Knoll Road Multi-Storey Car Park, amongst other uses, adjoin the site to the south-east, comprising a further 1.77 hectare opportunity area. The further opportunity area is not expected to be developed within the plan period and is therefore not allocated in this Local Plan. This area will be reassessed in terms of its deliverability during any Local Plan review.
- 3.48. However, the Land East of Knoll Road site and the further opportunity area together provide an opportunity to comprehensively redevelop the area to provide a new residential quarter at the edge of Camberley Town Centre. Although the delivery of the allocated site area is not contingent on the delivery of the further opportunity area, development proposals should be designed in accordance with a broader masterplan for the whole site area, which must be prepared in consultation with the Council and receive agreement from the Council. Any masterplan for the wider site should include provision for a new high quality public square in front of the High Cross Church, connecting to Knoll Walk.



3.49. Consequently, the comprehensive redevelopment of the Land East of Knoll Road area is expected to be brought forward in four distinct phases, as shown on Figure 6 below. Phases 1 and 2 are expected to be delivered within the plan period and are therefore allocated. Phases 3 and 4 are capable of being delivered beyond the plan period and are therefore not allocated at this stage. Phase 1 is expected to deliver approximately 488 new homes, comprising flatted development of 4 – 7 storeys. Phase 2 is expected to deliver approximately 34 new homes, comprising predominantly terraced townhouses.

Figure 6 – Phased Delivery of the Land East of Knoll Road Residential Quarter



Redevelopment Opportunities and Requirements

- 3.50. Land East of Knoll Road will be redeveloped to create a high quality, residential-led quarter, providing an attractive environment for living and visiting, with distinct pedestrian links to the rest of the town centre, in particular Camberley High Street, Camberley station and the London Road development. The new development will have a high quality and cohesive public realm. The existing green link from Camberley High Street to the Grade II Listed Obelisk will be retained and reinforced, forming part of a new green corridor with improved access from the central core of Camberley Town Centre to Camberley Park, including The Obelisk and its wooded setting. These important green spaces will be preserved for residents of the new development and members of the public to enjoy. The expanded and enhanced green corridor will extend from Camberley High Street in the west along Bissingen Way to The Obelisk in the east, and should be characterised by mature tree planting, vegetation, grassland and other appropriate types of green infrastructure.
- 3.51. Development adjoining Camberley Park and the wooded areas of the site will need to be sensitive to the green and tranquil character of these localities. The streetscape design in proximity of these areas should therefore incorporate soft landscaping and tree planting to reflect this. To retain and enhance the setting of The Obelisk, the layout and massing of residential development must provide enhanced sightlines towards this statutory heritage asset from other areas of the town centre, particularly at viewpoints directly to the west of The Obelisk on Knoll Road, Bissingen Way, and the High Street.
- 3.52. The existing green frontage along the eastern side of Knoll Road including the large mature trees from Camberley Theatre to Surrey Heath House should be retained and enhanced with additional tree planting. To help ensure the retention of existing trees, an arboricultural report and tree management plan should be submitted for the entire site area as part of the development proposal for the site.
- 3.53. To make efficient use of land in a sustainable town centre location, flatted residential development up to 6 storeys will be supported in the area adjoining Knoll Road. Building heights and densities at the eastern part of the site should be lower, with a greater number of dwellinghouses. The mix of housing should, subject to site constraints, have regard to the findings of the Housing Needs Assessment (see Policy H5).



- 3.54. The design of buildings in this locality will need to take account of the surrounding green areas including Camberley Park, and adjoining woodland and open spaces. Overall, there should be a gradual decrease in the density of development from west to east, with lower densities at the part of the site furthest from the central core of Camberley Town Centre. Parking provision should reflect the town centre location and will need to be in accordance with adopted standards to be set out in the Councils emerging Parking Standards SPD. The limited parking provision should be supplemented by the use of a car club scheme that is open to all residents of the development.
- 3.55. Sustainable development, which takes account of layout, orientation of buildings, sunlight, daylight, technical specifications and materials to increase energy efficiency and reduce energy and water consumption will be expected. Development should also demonstrate a high quality architectural design with a distinctive, attractive and functional living environment and a sensitive design response to the local context including the topography of the site, which rises to the east. The street layout and pattern should be designed so that it enables permeability throughout the site and to adjoining areas for pedestrians and cyclists. Accordingly, the number of no-through roads should be limited to the minimum number that is achievable having regard to the site's shape and size.
- 3.56. New development at the site will be required to meet a net zero carbon output through either on-site renewable energy provision, decentralised energy generation, or a combination of both measures. The submission of an Energy Statement demonstrating how this will be achieved in the proposal must be submitted as part of the proposal for the site's redevelopment. Rainwater management will need to be provided at the site through the implementation SuDs such as swales, green roofs, balancing ponds, reed beds, permeable paving and water butts. It will be necessary for SuDs to be integrated within the site's landscaping and natural environment, providing blue infrastructure which visually and environmentally enhances the site.
- 3.57. In addition to existing green spaces at the site which will be retained, a green urban environment will need to be provided as part of the development, contributing to the character of the area and helping to achieve overall biodiversity net gain. Urban greening will help to provide both environmental and ecological benefits at the site. The inclusion of green roofs, green walls, residential gardens for dwelling houses and both public and private garden amenity spaces for flatted development will be encouraged. Green roofs and green walls should also be considered as measures to improve energy efficiency through the natural insulation they create for buildings, retaining heat in the winter and providing natural cooling in the summer.



- 3.58. The inclusion of a green urban environment will also provide opportunities for wildlife habitat creation and the ecological enhancement of the site. Measures to encourage wildlife should include the provision of bird boxes, bat boxes, swift bricks and beehives at appropriate locations within the development. These could be introduced either at existing green spaces to be retained, or as part of the new green urban environment.
- 3.59. Improvements to the streetscape of Knoll Road and connecting streets, such as the section of Portesbery Road up to the High Street, are required to reduce the speed of traffic, increase safety for pedestrians and cyclists, and to create a more pedestrian friendly townscape character that is less car dominated. The streetscape design should also enhance visual and physical connectivity to Camberley High Street and Camberley Station, where possible.
- 3.60. Knoll Road currently acts as a barrier between the site and the rest of the town centre. Required streetscape upgrades will need to ensure that Knoll Road becomes more permeable for those crossing between the central core of Camberley and the site. This should be achieved using hard landscaping materials, pedestrian and cyclist crossings and psychological traffic calming measures based on shared space principles. Such measures will help encourage visitors to use the site's adjoining green resources, providing access to an attractive green enclave within Camberley Town Centre, for visitors and residents to enjoy.
- 3.61. Owing to the site's town centre location surrounded by established existing uses and protected green spaces including existing recreation uses and protected woodland, suitable SANG provision will be provided off-site, to mitigate the impact of the new residential development on the Thames Basin Heaths Special Protection Area.



Policy HA4: Mindenhurst, Deepcut Site Allocation

- 3.62. The former Princess Royal Barracks has been declared surplus to requirements by the Ministry of Defence and the site was allocated in the adopted Surrey Heath Core Strategy, 2012 with planning permission granted for a hybrid scheme of 1200 new homes and associated infrastructure in 2014.
- 3.63. Now known as Mindenhurst, the site represents a substantial opportunity for residential-led redevelopment in the Borough, providing a new community together with new infrastructure and amenities. This strategic site will expand the established rural settlement of Deepcut and increase the provision of local facilities and services at the village creating a new community that is vibrant, sustainable, comprehensive and well designed. The wording of Policy HA4 reflects the fact that development has commenced with some key infrastructure requirements already delivered or with planning permission.

Policy HA4: Mindenhurst, Deepcut

- 1) The former Princess Royal Barracks as defined on the Policies Map is allocated for 1,200 new dwellings, a care home and associated infrastructure.
- 2) The continued development of the site will be supported where development meets the following criteria:
 - a) Delivery of a safe and high quality environment reflecting the rural nature of Deepcut's setting and the parameters of the hybrid permission 12/0546 (or as amended) and the approved design codes and the adopted Deepcut SPD;
 - b) 15% of housing to be provided as affordable housing on those parcels where affordable housing is to be delivered as agreed under permission 21/0004/DTC subject to the review mechanisms set out in that permission;
 - c) A housing mix to reflect the approved density plans and having regard to the identified need in accordance with Policy H5 (Range and Mix of Housing);
 - d) The provision of retail and associated town centre uses in accordance with hybrid permission 12/0546 (or as amended) to create sustainable shopping patterns, complementing or extending the existing Neighbourhood Centre at Deepcut;
 - e) Phased delivery, or where otherwise agreed, funding for social, physical and community infrastructure, including health, education, library and formal and informal sports facilities;
 - f) Physical infrastructure that is climate change resilient, in particular, addressing the issue of ground and surface water flood risk and making provision for electric vehicle charging or other suitable technologies that arise through the plan period;



- g) Agreed measures for on-going maintenance for surface water drainage systems within the development including provision of financial contributions where appropriate;
- h) New non-residential development shall achieve efficient use of resources, and reach a 'Very Good' BREEAM status as a minimum;
- i) Measures to reduce the impact of traffic upon and arising from Deepcut which will include reducing demand for travel, improved public transport provision, a safe integrated footpath/cycle route network linking to neighbouring settlements and key services and improvements to the surrounding highway network and other measures as set out in the Transport Assessment accompanying the approved application and improvements and contributions set out in the Section 106 agreement and subsequent amendments;
- j) Measures to avoid new development having an impact upon designated European Sites comprising on site SANG and a contribution towards Strategic Access and Management Monitoring Measures;
- k) Measures to avoid new development having an impact upon the features and sites of local importance for biodiversity and delivery of a net gain in biodiversity in line with Policy E3;
- l) Maintain the countryside gaps between Deepcut and Heatherside, Deepcut and Pirbright and Deepcut and Frimley Green;
- m) Delivery of a green infrastructure network to support improved connectivity and to include formal public open space, allotments and informal open space, including Suitable Alternative Natural Green Space (SANGs);
- n) Enhancement of the setting of and improved linkages to the Basingstoke Canal from the development and the wider area;
- o) Preserves or enhances the character and setting of heritage assets including the Basingstoke Canal Conservation Area and St Barbara's Church.

3.64. The former Princess Royal Barracks at Deepcut was allocated as a residential-led mixed use scheme in the Council's Core Strategy Development Plan Document (2011-2028). The adopted Deepcut SPD (2011) sets out guidance on density, character areas, materials and other design matters. It includes the following Vision for the site:

The Deepcut area will accommodate a sustainable expanded settlement formed out of the former PRB site and the existing Deepcut village. This will be distinct and separate from the urban areas to the west and north but linked to them in a sustainable manner.



The expanded Deepcut will be characterised by the rural heathland landscape within which it sits. Open space will thread through the built-up area, as well as providing much of the setting of the village. The Basingstoke Canal will play a more significant role providing a recreational and landscape resource and a major walking and cycling link to nearby centres and rail facilities. The expanded settlement will be a socially vibrant community supporting a sustainable lifestyle, where occupants can live, work and play whilst allowing for organic change and flexibility. The quality of design and the general environment will be high, reflecting a contemporary interpretation of Surrey village patterns, incorporating local features of character, especially those having a military or canal association, as well as reflecting the heathland setting.

- 3.65. A hybrid Planning Permission was granted in 2014 (application no. 12/0546) for 1,200 residential units and other uses including retail and community facilities, and public open space. The community facilities include a replacement church hall, a sports hub and a public house with significant new green infrastructure comprising allotments, formal and informal open space and Suitable Alternative Natural Greenspace. The scheme also provides access improvements to the Basingstoke Canal.
- 3.66. Since 2014 there have been a series of S73 applications and Non-Material Amendments providing alterations to the scheme as originally submitted. The Phase I Reserved Matters and site wide Design Codes were approved in 2016 and development of the first residential units at the site commenced during the monitoring year 2018-19. Further phases of the development, including supporting infrastructure, have also been approved, for example the public house, with elements of the scheme that have been completed, or substantially progressed to date (as at April 2021) including:
1. 58 new dwellings as at March 2020;
 2. Two form entry Primary School (420 pupils) and nursery (52 pupils) – handed to Surrey County Council in January 2021;
 3. Central SANG;
 4. Improved access to the Basingstoke Canal;
 5. Village Green and play area;
 6. Highway improvements.
- 3.67. The majority of the remaining development will take place in the first 10 years of the plan period with further information on delivery set out in the Housing trajectory in Appendix 2. Further information on the phasing of infrastructure is set out in the Surrey Heath Interim Infrastructure Delivery Plan. Delivery of infrastructure to support the development will either be on site (such as the primary school) or through financial contributions for improved capacity off site and/or for on-going infrastructure maintenance, such as for surface water drainage systems.
- 3.68. Affordable housing on the remainder of the site will be delivered in accordance with planning permission 21/0004/DTC which includes a review mechanism.



Policy H5: Range and Mix of Housing

- 3.69. A key task for the Local Plan is to provide a policy framework that will deliver housing that meets all needs in the local population. New residential development offers the opportunity to provide a range of housing supporting the varied needs present within the community of Surrey Heath, maintaining and expanding the choice of homes available. This should enable residents to stay in their local area as their housing needs change, and help to build balanced and mixed communities.
- 3.70. New residential developments must take account of local need and should deliver a wide choice of high quality homes including homes for families, older people, people with disabilities and provision for those wishing to build their own homes. Homes should also be adaptable for changing needs over time and contribute to improvements to the overall quality of the housing stock in Surrey Heath.

POLICY H5: Range and Mix of Housing

General Housing Mix

- 1) Proposals for residential development will be permitted where they meet a range of accommodation needs in Surrey Heath through the provision of a mix of tenure, type and size⁴² of dwellings that:
- a) reflects the housing need, set out in the Housing Need Assessment (2020)⁴³ or any subsequent update;
 - b) has regard to the size, characteristics and location of the site; and
 - c) is compliant with the percentages for affordable housing provision set out in Policy H7.

Accessible and Adaptable Homes

- 2) Homes should be adaptable and accessible for changing needs over time so that people can be enabled to stay in their homes for longer. To build homes that are accessible and adaptable, all proposals for residential development should meet Building Regulations Part M4(2)⁴⁴, unless it can be robustly demonstrated it would not be possible to do so due to site-specific circumstances.

⁴² Dwelling size is measured by the number of bedrooms to be provided in each dwelling.

⁴³ Surrey Heath Housing Need Assessment 2020:
www.surreyheath.gov.uk/sites/default/files/Surrey%20Heath%20Housing%20Needs%20Assessment%202020.pdf.

⁴⁴ Or any subsequently amended standards for accessible and adaptable dwellings or wheelchair user dwellings.



- 3) On sites of 20-50⁴⁵ or more net new dwellings, at least 5%⁴⁶ of new homes should meet Building Regulations M4(3)44, unless it can be robustly demonstrated it would not be possible to do so due to site-specific circumstances.

Self-Build and Custom Housebuilding

- 4) Development proposals for 20 or more net new dwellings will be expected to make available 5%⁴⁷ of the total homes for sale as serviced plots for self-build and custom housebuilding, whilst there is an identified need⁴⁸ for this type of housing in the Borough.
- 5) Proposals for 20 or more net new dwellings that do not satisfy the above requirement may be supported provided they are justified in relation to evidence of housing need, viability, or site-specific physical or environmental constraints.
- 6) Proposals for standalone self-build or custom build developments in appropriate locations within settlement areas will also be supported.
- 7) The need to grant planning permission for self-build and custom-build homes is measured from the number of entrants on Part I of the Council's Self-build and Custom-Housebuilding Register. Entrants to the Self-Build and Custom Housebuilding Register must meet the Council's Local Connection Test and Financial Solvency Test in order to be eligible for inclusion on Part I of the Register.

Build to Rent Homes

- 8) Proposals for build to rent schemes will be permitted provided they:
 - a) are suitably located;
 - b) meet an identified local demand;
 - c) include provision of a minimum 20% affordable private rented accommodation; and,
 - d) provide tenancy agreements for renters for a minimum of three years with a break clause which allows the tenant to end the tenancy with a month's notice any time after the first six months and which include defined in-tenancy rent reviews that are clearly set out.

⁴⁵ The specific threshold figure for new homes that should meet Building Regulations M4(3) will be informed by the whole plan viability assessment.

⁴⁶ Rounded to the nearest whole unit.

⁴⁷ Rounded to the nearest whole unit.

⁴⁸ The need for self-build and custom housebuilding serviced plots is identified on the Surrey Heath Self-Build and Custom Housebuilding Register.



- 9) The affordable private rented dwellings must meet the requirements set out in the government's planning guidance for build to rent homes, including a minimum discount of 20% below market values for the same or equivalent property⁴⁹. The affordable private rented housing must be provided in perpetuity⁵⁰;
- 10) All build to rent schemes should be secured in single ownership providing solely for the rental market for a minimum 20 year term with provision for clawback of affordable housing contributions should the covenant not be met.

- 3.71. The types, sizes and tenures of homes required to meet the needs of the local community have been assessed in the Housing Need Assessment 2020⁵¹. The housing mix should be informed by this evidence and the other criteria set out in Policy H5. The Housing Need Assessment indicates there is a need for the following mix of dwelling sizes and types in Surrey Heath over the period 2019-2040.

Table 7 – Indicative Mix of Housing by Size and Tenure in Surrey Heath

	1-bed	2-bed	3-bed	4+-bed
Market	5-10%	20-25%	40-45%	25-30%
Affordable Intermediate Housing	10-15%	45-50%	30-35%	5-10%
Affordable Housing (rented)	30-35%	25-35%	25-35%	5-10%

- 3.72. Where the housing need evidence for Surrey Heath is subsequently updated, this will supersede the existing Housing Needs Assessment and should instead be referred to for guiding the housing mix in Surrey Heath, in accordance with Policy H5.
- 3.73. Proposals for development should demonstrate that the proposed mix of homes will deliver a balanced mix of dwelling sizes, types and tenures to meet projected future household need within Surrey Heath.

⁴⁹ Available online at: <https://www.gov.uk/guidance/build-to-rent>.

⁵⁰ In perpetuity is at least 125 years, in accordance with the Perpetuities and Accumulations Act 2009: http://www.legislation.gov.uk/ukpga/2009/18/pdfs/ukpga_20090018_en.pdf.

⁵¹ Surrey Heath Housing Need Assessment 2020: www.surreyheath.gov.uk/sites/default/files/Surrey%20Heath%20Housing%20Needs%20Assessment%202020.pdf.



Accessible and Adaptable Homes

- 3.74. Different types of homes are required to provide accommodation that meets people's changing needs over time, enabling people to stay in their homes for longer. This includes accessible and adaptable accommodation, and homes that offer improved safety and support taking account of people's diverse needs and requirements. It is vital to plan for the delivery of such homes, as the Housing Need Assessment 2020 indicates that by 2040, the number of people over the age of 65 in Surrey Heath will increase by 52% and there will also be significant increases in the number of people with disabilities.
- 3.75. In October 2015, part M (Volume 1) of the Building Regulations was introduced, which relates to the access and use of dwellings. The regulations include a mandatory requirement M4(1) Category 1 which sets out minimum access standards (visitable dwellings). In addition, there are optional requirements for higher access standards: M4(2) Category 2 for accessible and adaptable dwellings and M4(3) Category 3 for wheelchair user dwellings. Within Category 3, there is a differentiation between wheelchair adaptable dwellings (M4(3)(2)(a)) and wheelchair accessible dwellings (M4(3)(2)(b)).
- 3.76. The national Planning Practice Guidance (PPG) requires planning policies to make use of the optional technical housing standards to help bring forward an adequate supply of accessible housing, where identified need exists⁵². The Housing Need Assessment 2020⁵³ identifies a need for all residential development to meet Building Regulations M4(2) standard and around 5%-10% of homes to meet M4(3) standard, which this policy applies to the M4(3)(2)(a) standard specifically. The PPG states that local plan policies for wheelchair accessible homes (M4(3)(2)(b)) should only be applied to those dwellings where the local authority is responsible for allocating or nominating a person to live in that dwelling⁵⁴. Therefore, it will be determined on a case by case basis, with reference to the housing register, whether any of the affordable homes meeting M4(3)(2)(a) should be built to a wheelchair accessible dwellings standard (M4(3)(2)(b)).

⁵² Paragraph: 009. Reference ID: 63-009-20190626

⁵³ Surrey Heath Housing Need Assessment 2020:
<https://www.surreyheath.gov.uk/sites/default/files/Surrey%20Heath%20Housing%20Needs%20Assessment%202020.pdf>.

⁵⁴ Paragraph: 009. Reference ID: 56-009-20150327.



- 3.77. Policy H5 sets accessible and adaptable standard requirements to ensure a sufficient choice of accommodation is available in the market for people with particular needs. Meeting Building Regulations requirements M4(2) and M4(3) will normally be controlled through the use of a planning condition. As required by the PPG, site specific circumstances will also be taken into consideration where applying the accessible and adaptable homes requirement of Policy H5. The Council will consider the costs of delivering these homes through our viability evidence testing.

Self-Build and Custom Housebuilding

- 3.78. As required by the Self-Build and Custom Housebuilding Act 2015 (or subsequently amended legislation) the Council maintains a register of individuals or interested associations that are seeking a plot of land to construct a self-build or custom build house as a sole or main residence.
- 3.79. To help deliver a wide choice of accommodation, the provision of 5%⁵⁵ self-build or custom housebuilding plots will be sought on proposals for 20 or more net new dwellings, as a proportion of the total number of net new dwellings on site.
- 3.80. Where an applicant considers that it is not feasible or viable to meet the requirement for self-build or custom housebuilding plots, the Council will expect this to be demonstrated with robust evidence and may negotiate a proportion which is achievable. The Council will negotiate the mix of self and custom build plots to be made available as informed by the Council's Self Build and Custom Housebuilding Register. Where a plot has been made available and marketed appropriately for at least 12 months but has not sold, the plot may either remain on the open market for self or custom build or be offered to the Council or a Registered Provider before being built out by the developer for market housing.
- 3.81. Applications for self-build and custom-build developments should demonstrate high-quality design and be sensitive to the characteristics of the local area. On sites where more than one self-build or custom-build dwelling is proposed, a design framework should be submitted as part of the planning application.

⁵⁵ Rounded to the nearest whole unit.



Build to Rent Homes

- 3.82. Build to rent homes comprise purpose built housing that is typically 100% rented out including housing available for private rent and housing for affordable private rent, as defined in the planning guidance for build to rent homes⁵⁶. The private rented sector housing provided through build to rent schemes meets the housing needs of residents who cannot afford to buy or do not want to buy private homes. Private rented sector housing also meets the needs of residents who cannot get access or whose preference is not to live in other types of affordable housing or subsidised housing in Surrey Heath.
- 3.83. Build to rent scheme operators will be required to offer tenancies of a minimum of three years to all tenants in the development who are eligible to live in the United Kingdom for that period. A planning condition for the minimum tenancy period will be put in place where planning permission is granted for a build to rent development. This will apply to all tenants including those paying market rent or affordable private rent.
- 3.84. Affordable Private Rent Housing delivered as part of build to rent schemes will need to be set at a level that is at least 20% less than the private market rent (inclusive of service charges) for the same or equivalent property. Build to rent developers should assess the market rent using the definition of the International Valuations Standard Committee as adopted by the Royal Institute of Chartered Surveyors.
- 3.85. It is necessary that build to rent schemes provide rental accommodation for a minimum period of time, to help ensure that the need for private rental housing in Surrey Heath can be met during the plan period. Accordingly, the Council will require planning applications for build to rent housing to agree to a covenant that ties the development to providing solely private rented accommodation for a minimum period of 20 years. This does not apply to the affordable private rent housing which is to be provided in perpetuity.
- 3.86. A charge towards the provision of additional affordable private rented housing will be triggered where any private rented homes are sold at the development within 20 years of occupation of the completed development. This will be included as a clawback mechanism in the form of a Section 106 agreement as part of any planning permission granted for build to rent housing.

⁵⁶ Available online at: <https://www.gov.uk/guidance/build-to-rent>.



Policy H6: Specialist Housing

- 3.87. It is important that people who choose to live fully independently can continue doing so for as long as they are able to. Improvements to the accessibility of standard homes through accessible and adaptable home requirements as set out in Policy H5 will help assist people to live independently for longer.
- 3.88. However, for some of the Borough's population, it is necessary to relocate to more specialised types of housing, suited to their specific needs and requirements. Specialist housing is accommodation that is designed for older people, disabled people, and vulnerable people with specific housing needs. A sufficient choice of suitable and appropriate specialist housing should be provided, that meets the varying levels of need for these different groups within the community of Surrey Heath.

POLICY H6: Specialist Housing

- 1) Proposals for the development of specialist housing including suitable supported or extra care housing and registered bed spaces in residential care homes will be permitted, provided they:
 - a) meet the identified needs of older people and households with specific needs that are evident at the time of the proposal;
 - b) are supported by the appropriate authorities responsible for primary health care provision⁵⁷, taking account of the increased demands associated with the proposal's occupiers;
 - c) will be suitable for the intended occupiers having regard to the quality and type of facilities, the level of independence and the provision of support and/or care;
 - d) will be accessible to local shops, services, public transport and community facilities, where appropriate to the needs of the intended occupiers;
 - e) will not result in the over-concentration of specialist housing in a particular locality, leading to a material change in character; and,
 - f) will not have a detrimental impact to the vitality and viability of town centres, where residential care and nursing homes (use class C2) are located in or adjacent to designated centres; and
 - g) where appropriate delivers affordable housing in accordance with the requirements of Policy H7: Affordable Housing.

⁵⁷ Currently, Surrey County Council as the Adult and Social Care Commissioner, and the Surrey Heath Clinical Commissioning Group (CCG) and Surrey Heartlands CCG as the local commissioners of health and care services.



- 2) The mix of tenures negotiated by the Council will have regard to advice from the appropriate authorities responsible for primary health care provision, as necessary.
- 3) Proposals that would involve a net loss of specialist housing units or bed spaces, will only be permitted where appropriate replacement specialist accommodation will be provided that satisfies the criteria (1) of this policy, or it is demonstrated, using local evidence⁵⁸, that there is no local need for the existing type specialist housing to be retained.
- 4) Where permission is granted for specialist accommodation, the Council reserves the right to use a legal agreement to ensure that proposals are retained for the purpose they were intended.

3.89. National planning policy and guidance requires planning authorities to plan for a mix of housing based on current and future demographic trends and the needs of different groups in the community, including older people and people with disabilities. Whilst many older people and disabled people will want to remain in their existing homes, for some it will be necessary to move to specialist housing such as supported sheltered housing, or extra care housing. Furthermore, some people are unable to live independently and therefore require a more specialised level of care provided by a residential care home or nursing home.

3.90. Specialist housing includes the following types of accommodation:

1. age-restricted general market housing (retirement housing);
2. sheltered housing (housing with support); and
3. enhanced sheltered housing (housing with care).

3.91. Extra care housing is a specialist type of housing with care primarily for older people where occupants have specific tenure rights to occupy self-contained dwellings with agreements covering the provision of care, support, domestic, social, community or other services they receive. This type of specialist housing can be deemed either Use Class C2 or C3, dependant on various factors. Factors that will be considered in the determination of the use class classification for extra care developments include the level of facilities proposed at the site, the availability and planning of care and support as a fundamental element of the scheme, the structure of leasehold and rental arrangements for the facilities, and the structure of care provision.

⁵⁸ Surrey Heath Housing Need Assessment 2020 or any subsequent update to the housing need evidence base:

www.surreyheath.gov.uk/sites/default/files/Surrey%20Heath%20Housing%20Needs%20Assessment%202020.pdf.



- 3.92. Residential and nursing care homes provide the highest level of care of all specialist housing types considered in this policy. They are regulated as institutions by the Care Quality Commission. The provision of bed spaces in residential care and nursing homes fall within Use Class C2.
- 3.93. This policy sets a requirement that proposals for specialist housing should meet an identified need which is based on the most up-to-date available evidence. The Housing Need Assessment 2020 includes an assessment of need for specialist accommodation in Surrey Heath. The evidence in this study projects the need for housing with care or support as 1,284 dwellings over the period 2019-2040, of which 986 is for retirement housing, sheltered housing with support, or enhanced sheltered housing with care, and 298 is for extra-care
- 3.94. The Housing Need Assessment indicated a surplus of registered care bed spaces in Surrey Heath over the period 2019-2040. This is evidenced by Care Quality Commission data as set out in the Housing Need Assessment 2020⁵⁹. Registered care bed spaces are generally delivered in care homes or nursing homes, which fall within a C2 use class. Regard should also be had to the specific needs identified by the appropriate authorities responsible for primary healthcare provision in the Borough⁶⁰ upon the submission of planning applications for sheltered housing, enhanced sheltered or extra care housing, and registered care bed spaces.

⁵⁹ Surrey Heath Housing Need Assessment 2020 or any subsequent update to the housing need evidence base:
www.surreyheath.gov.uk/sites/default/files/Surrey%20Heath%20Housing%20Needs%20Assessment%202020.pdf.

⁶⁰ Specific needs for accommodation with care, residential & nursing care for older people in Surrey Heath are identified in Surrey County Council's Commissioning Statement for the Borough, downloadable from: <https://www.surreycc.gov.uk/social-care-and-health/adults/information-for-professionals-partners-and-providers/adult-social-care-strategies-policies-and-performance/accommodation-with-care-and-support-commissioning-statements>.



- 3.95. Proposals for specialist housing types will need to take into account the capacity of the appropriate authorities responsible for primary health care provision to service the needs of residents within such housing and ensure compliance with the Care Act 2014⁶¹ (or as subsequently amended). It will therefore be expected that such proposals have been informed by discussions with the relevant organisations⁶² so it can be demonstrated to the Council that occupants' needs can be sustainably accommodated. The Council would also encourage applicants to obtain endorsement for the proposal from the appropriate authorities responsible for primary health care provision where care and/or support funding may be required for residents of the scheme from the point of its completion or in future years.
- 3.96. The provision of specialist housing should help build and maintain balanced and mixed communities, and assist people who move to such accommodation to remain in their local area. The concentrated delivery of residential and nursing care homes (Use Class C2) within particular areas is not considered to promote sustainable patterns of development in the Borough and should therefore be avoided. In particular, the concentration of residential care and nursing home developments in or adjacent to town centres can, where the use is self-contained and does not contribute to activity in the town centre, impact on the vitality and viability of the centre. Proposals for development that would result in such a concentration of uses will therefore be resisted.

⁶¹ The Care Act 2014: <http://www.legislation.gov.uk/ukpga/2014/23/contents/enacted>

⁶² Currently Surrey County Council as the Adult and Social Care Commissioner, and the Surrey Heath Clinical Commissioning Group (CCG) and Surrey Heartlands CCG as the local commissioners of health and care services.



Policy H7: Affordable Housing

- 3.97. Surrey Heath offers a high quality of life, and is ranked one of the least deprived areas to live in the country⁶³. Due to this and other factors that enhance the desirability of the Borough as a place to live, there is a high cost of living, with house prices that are above the national and southeast averages⁶⁴. Correspondingly, buying or renting a home on the open market is inaccessible to many local people. The provision of affordable housing is therefore vital to assist in meeting the range of housing needs within the local community, through ensuring a choice of affordable housing types is planned for over the Local Plan's lifetime.
- 3.98. Policy H7 sets out the affordable housing requirements in Surrey Heath, and the thresholds at which these requirements come into effect. Affordable housing should meet the standards required in this policy and Policy DH3 - Residential Space Standards. The size and type of affordable housing provided should best fit the requirements of those who are in need of affordable housing provision as demonstrated in the Housing Need Assessment, or any subsequent update to the housing need evidence base, together with the National Policy requirement for First Homes.⁶⁵

⁶³ Office for National Statistics - English indices of deprivation 2019:
<https://www.gov.uk/government/statistics/english-indices-of-deprivation-2019>

⁶⁴ Office for National Statistics - Median price paid for residential property:
<https://www.ons.gov.uk/peoplepopulationandcommunity/housing/datasets/medianhousepriceforanationalandsubnationalgeographiesquarterlyrollingyearhpssadataset09>

⁶⁵ First Homes Policy came into effect on 28th June 2021 as set out in a Written Ministerial Statement dated 24th May 2021: <https://questions-statements.parliament.uk/written-statements/detail/2021-05-24/hlws48>.



POLICY H7: Affordable Housing

- 1) Residential development on all sites of 10 or more residential dwellings, or a site area of 0.5ha and above, will be permitted that deliver 40% affordable housing. Where a development site meets this threshold affordable housing shall be delivered in accordance with the following criteria:
 - a) 25% of affordable housing will be provided as First Homes;
 - b) Having accounted for First Homes, the mix of tenures for the remaining affordable housing must, to the Council's satisfaction, reflect local needs identified in the Housing Need Assessment (2020)⁶⁶ or any subsequent update, and must be affordable having regard to local incomes and house rents and/or prices;
 - c) In cases where the percentage calculation provides a part dwelling, a financial contribution will be sought equivalent to that part of the residential dwelling;
 - d) The mix of dwelling sizes must reflect the Council's housing needs evidence as set out in the Housing Need Assessment (2020)⁶⁷ or any subsequent update, and have regard to the size, characteristics and location of the site;
 - e) On-site affordable housing must be well integrated within the proposed development and should be indistinguishable in appearance from market housing on site.
- 2) Where land has been subdivided into smaller development parcels that cumulatively meet the thresholds in criterion (1) of this policy, the Council will consider the site as a whole and will therefore seek 40% affordable housing on each parcel.
- 3) Viability will only be considered a constraint in exceptional circumstances and where there are significant additional costs not anticipated through the Local Plan process. In order to demonstrate viability constraints to the Council's satisfaction proposals must be supported by an independent viability assessment on terms agreed by the local planning authority and funded by the developer/applicant. If less than 40% is justified to the Council's satisfaction, the Council may include a review clause in a S106 agreement.

⁶⁶ At the time of this Plan's publication, the Council's most recent evidence base for housing need is set out in the Surrey Heath Housing Need Assessment 2020: [Local Housing Needs Assessment](#).

⁶⁷ At the time of this Plan's publication, the Council's most recent evidence base for housing need is set out in the Surrey Heath Housing Need Assessment 2020: www.surreyheath.gov.uk/sites/default/files/Surrey_Heath_Housing_Needs_Assessment_2020.pdf.



4) Affordable housing must be provided on site, unless exceptional circumstances can be demonstrated, to the Council’s satisfaction, that on site provision and management would be impractical due to size or location of the development. In such instances, agreement must be obtained from the Council for the affordable housing to be provided either off-site or through a commuted sum, taking account of site specific circumstances.

3.99. Affordable housing is defined in Annex 2 of the NPPF as (headline summary) - “housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers)...”

3.100. Table 8 (below) shows the types of affordable housing that are categorised in this Plan as Subsidised Rented Affordable Housing, and Affordable Intermediate Housing. The affordable housing categories are also defined in the Local Plan Glossary at Appendix I.

Table 8 – Categories of Affordable Housing

Category of Affordable Housing	Types of Affordable Housing
Subsidised Rented Affordable Housing	<ul style="list-style-type: none"> • Social rented housing • Affordable rented housing
Affordable Intermediate Housing	<ul style="list-style-type: none"> • Discounted market sales housing (including First Homes) • Other affordable routes to homeownership such as: <ul style="list-style-type: none"> ○ shared ownership housing ○ relevant equity loans ○ other low cost homes for sale (at a price equivalent to at least 20% below local market value) ○ rent to buy (which includes a period of intermediate rent). ○ Or any subsequently updated affordable homeownership housing types within the definition of affordable housing in Annex 2 of the NPPF

3.101. A minimum of 25% of all affordable housing units must be First Homes. First Homes are a specific kind of discounted market sale housing available for first time buyers which must be discounted by a minimum of 30% against the market value. The discount is to be retained in perpetuity through a restriction registered on the title at HM Land Registry and the first sale of the property must be at a price no higher than £250,000 once the discount has been applied.



- 3.102. In order to purchase a First Home, buyers must meet the following eligibility criteria in addition to any local connection criteria adopted by the Council:
1. All purchasers must be first time buyers as defined in paragraph 6 of Schedule 6ZA of the Finance Act 2003 for the purpose of Stamp Duty Relief.
 2. Purchasers must have a combined annual household income of no more than £80,000.
 3. Purchasers should have a mortgage or home purchase plan to fund a minimum of 50% of the discounted price.
- 3.103. The Council's Housing Need Assessment 2020 reviewed affordable housing needs in Surrey Heath. The study indicated that the need in the Borough is greatest for Subsidised Rented Affordable Housing. Once a minimum of 25% of First Homes has been accounted for, the remaining 75% of the affordable housing component of qualifying proposals shall have regard to the findings of the Housing Need Assessment 2020 and priority must be given to the delivery of Social Rent. In accordance with the latest Housing Need Assessment, the tenure split for the remaining affordable housing component of qualifying proposals must be:
1. At least 75% Subsidised Rented Affordable Housing comprising:
 - a) 75% Social Rent
 - a) 25% Affordable Rent
 2. 25% Affordable Intermediate Housing
- 3.104. Proposals must have regard to the most recent evidence for tenure split, where the housing need evidence base is subsequently updated.
- 3.105. Subsidised Rented Affordable Housing can be provided at different levels of rent so long as they are no higher than 80% of the local market rates. Currently, rented affordable housing is split into two sub-categories: social rented and affordable rented housing. The Council will determine the tenure mix and type of subsidised rented affordable housing required based on local needs and incomes but will prioritise the delivery of social rent in line with national guidance. To inform this, the Council will have regard to the most recent housing need evidence and data collected for administration of the local authority's housing allocations. The Subsidised Rented Affordable Housing should be used solely for that purpose and remain at an affordable price for future eligible households, or the subsidy should be recycled for alternative affordable housing provision. Affordable housing or financial contributions will be secured through Section 106 agreements.



- 3.106. The Council's evidence base for housing should also be referred to as a guide for the range and split of housing types required within the Affordable Intermediate category, including First Homes. As with the Subsidised Rented Affordable Housing category, the tenure mix and type of Affordable Intermediate Housing required will be determined based on local needs and incomes, having regard to housing need evidence and the local authority's housing allocations data. The Housing Need Assessment 2020 provides evidence of the need for those who can afford to rent in Surrey Heath, but cannot afford to buy. Once a minimum of 25% of First Homes has been accounted for, this evidence suggests that shared ownership housing would meet the greatest need for Affordable Intermediate housing in Surrey Heath, due to the lower deposit requirements and lower overall costs. In addition, lower equity shares for shared ownership housing would help to make this type of housing more affordable.
- 3.107. Affordable homes must be integrated within proposed developments to help build and maintain balanced and mixed communities in Surrey Heath. However, the feasibility of managing and maintaining the affordable homes will also be given consideration when assessing the acceptability of their siting and distribution.
- 3.108. It is strongly recommended that applicants and developers use the Council's Pre-application Service as an opportunity to work with the Council to understand the affordable housing needs in Surrey Heath in greater detail. This will be informed by the National Policy requirement for First Homes and the Housing Need Assessment⁶⁸ and supplemented by data from the local authority's Housing Register and information provided to the Council from registered social housing providers operating in the area. The additional evidence obtained through this exercise should be used to help inform the mix of affordable housing sizes and tenures in the proposal, reflecting up-to-date needs in the Borough.
- 3.109. Proposals that are above the thresholds for affordable housing provision in this policy are required to submit an Affordable Housing Statement, as set out in the Council's Local Validation List⁶⁹. In addition to the requirements outlined in the Local Validation List, the Affordable Housing Statement should also demonstrate:
- I. How pre-application discussions have informed the mix of affordable housing sizes and tenures in the proposal;

⁶⁸ Surrey Heath Housing Need Assessment 2020: www.surreyheath.gov.uk/sites/default/files/Surrey_Heath_Housing_Needs_Assessment_2020.pdf, or any subsequent update.

⁶⁹ Surrey Heath Local Validation List: www.surreyheath.gov.uk/sites/default/files/documents/residents/planning/advice-services/ValidationDocJuly14FinalV2.pdf.



2. How the tenures of the proposed affordable housing will comply with the National Policy requirement for First Homes and meet local housing need in Surrey Heath, with reference to local incomes and house rents/prices.
- 3.110. A percentage figure for affordable housing of 40% is included in the policy but will be subject to review following completion of the whole Local Plan Viability Study.
- 3.111. Where a developer considers that meeting the affordable housing target percentages or apportionments in this policy will be unviable, robust evidence demonstrating why it is unviable must be provided in the form of an independent viability appraisal. The evidence will be published on the Council's website, to ensure transparency. Where developers raise viability concerns with providing the required percentages or apportionments of affordable housing, they will be expected to meet the costs of any financial appraisals commissioned by the Council, as well as their own. The Council may include a review mechanism in planning obligations to ensure that viability on site can be reviewed over time. Regard should also be had to the advice on viability set out in the supporting text to Policy IN1 Infrastructure.
- 3.112. In cases where viability concerns are raised, it will be necessary for negotiations between the Council and the developer to take place to understand what has impacted the development's reduced viability or non-viability. As part of this process, the developer may be required to provide an independently commissioned assessment which applies the government's Development Appraisal Tool⁷⁰ or other equivalent tools agreed with the Council in advance of the assessment.
- 3.113. In exceptional circumstances where it can be satisfactorily and robustly demonstrated that the level of affordable housing being sought would be unviable, alternative tenure mixes and levels of affordable housing provision may be considered. In the first instance this should seek to provide 25% First Homes and retain the same number of homes in the Subsidised Rented Affordable Housing category, with priority given to social rent, and vary the type or reduce the number of homes in the Affordable Intermediate housing category. This is because current evidence indicates that the greatest local need is for Subsidised Rented Affordable Housing.

⁷⁰ Development Appraisal Tool: <https://www.gov.uk/government/collections/development-appraisal-tool>.



- 3.114. The Council will not accept the subdivision of sites into smaller development parcels that it considers are being partitioned in order to circumvent the affordable housing requirements of this policy, or any other policy requirements within this Plan. In determining whether two or more pieces of land in close proximity to each other should be considered as one site, the Council will have regard to relevant information about the land, including:
1. The sites' present and historic land ownership;
 2. The planning history of the land; and
 3. Whether there is a reasonable prospect of developing both sites together.
- 3.115. This Policy will also apply to specialist housing where the site is delivering a net gain of 10 or more self-contained units (In Use Class C3 or C2). Self-contained units are defined as 'where all the rooms (including kitchen, bathroom and toilet) in a households accommodation are behind a single door which only that household can use.'⁷¹ Developments that consist of single bedroom units such as traditional care or nursing homes, will not be required to contribute towards affordable housing.

⁷¹ MHCLG English Housing Survey Glossary: <https://www.gov.uk/guidance/housing-statistics-and-england-housing-survey-glossary/a-to-z>.



Policy H8: Loss of Housing

- 3.116. The supply of land available for new residential development is extremely limited within Surrey Heath. The existing housing stock is therefore highly valued. Given the scale of housing need within Surrey Heath, it will be important to ensure that the existing supply of homes are protected; otherwise the benefits of building new housing would be undermined.
- 3.117. To protect the existing housing stock, Policy H8 seeks to minimise the net loss of dwellings, whilst allowing some flexibility to enable the loss of dwellings where it has been demonstrated that there are exceptional circumstances where the harm arising from the loss of a dwelling may be outweighed by other factors.

Policy H8: Loss of Housing

- 1) Proposals for the redevelopment, conversion or change of use of land or buildings involving the net loss of residential units will not be permitted unless one of the following circumstances apply:
 - a) The proposal would enable units of sub-standard size to be enlarged or replaced with alternative residential provision within the same use class, in order to meet residential space standards; or,
 - b) The proposal would enable existing affordable homes to be adapted to address an identified shortfall in larger affordable dwelling sizes; or,
 - c) The proposal would ensure that a building of historic importance can be retained or renovated; or,
 - d) The proposal would provide a non-commercial social, community or cultural service or facility where both of the following criteria apply:
 - i. The applicant can demonstrate a local need; and,
 - ii. It has been demonstrated that the service or facility cannot be provided elsewhere.
- 2) Development proposals that would result in the loss of part of an existing unit of residential accommodation will only be permitted where any retained residential accommodation would be of a satisfactory standard in terms of amenity and internal space.
- 3) Where evidenced by local needs the Council will support the retention of housing designed to meet the needs of the Borough's older population and people with disabilities, such as single storey homes.



- 3.118. The National Planning Policy Framework requires local planning authorities to boost significantly the supply of housing. By implication, the loss of an existing housing stock would be at odds with this objective of the National Planning Policy Framework.
- 3.119. Within Surrey Heath, a number of significant policy and environmental designations limit the amount of land available for residential development, including the Thames Basin Heaths Special Protection Area which covers 23% of the Borough and prohibits residential development within a 400m buffer zone around its perimeter. As a result of this, and other policy designations, including the Metropolitan Green Belt, the housing targets for the Borough are challenging to achieve. Any loss of existing units would exacerbate these difficulties and will inhibit the Borough's ability to significantly boost the supply of housing. As a result, it is important to ensure that the existing stock of homes is protected.
- 3.120. Notwithstanding this, there may be some cases where the harm arising from the loss of a dwelling may be outweighed by other factors, as set out in this Policy. In cases where a net loss of residential development is proposed, the applicant will be required to provide robust and appropriate evidence to justify the exception; depending on the circumstances of the case, this may be provided within an Affordable Housing Statement, Planning Statement or Heritage Statement as appropriate.
- 3.121. Certain types of housing can contribute toward meeting the needs of the Borough's older population and people with disabilities, such as single storey homes. The Council recognises the role of such single storey accommodation in contributing to meeting the accommodation needs of older persons and welcomes its retention where this would help address local housing needs indicated in the Housing Need Assessment⁷² and is consistent with other local plan policies.

⁷² The Housing Need Assessment 2020 cites a shortage of single-storey accommodation. This is identified from engagement with local agents. Available online at: [www.surreyheath.gov.uk/sites/default/files/Surrey Heath Housing Needs Assessment 2020.pdf](http://www.surreyheath.gov.uk/sites/default/files/Surrey_Heath_Housing_Needs_Assessment_2020.pdf).



Policy H9: Rural Exception Sites

- 3.122. In rural areas of the Borough, high house prices and a limited supply of new affordable homes restrict the potential for residents and those working in the area to live in a home that they can afford. People who cannot afford to access market housing that meets their needs, either to rent or to buy, need affordable homes. The development of rural exceptions sites can help to meet a range of local affordable housing needs in rural areas, by allowing for genuinely affordable housing schemes that meet evidenced local needs, on suitable sites outside the defined settlement boundaries.

Policy H9: Rural Exception Sites

- 1) Small scale developments of affordable housing which are outside defined rural settlement boundaries will only be permitted where they meet all of the following criteria:
 - a) the number, size and tenure of homes has been demonstrated to meet, or contribute to meeting, the evidenced affordable housing needs of the local area;
 - b) it has been demonstrated that the need cannot be met within a settlement boundary;
 - c) the site adjoins a rural settlement; and can be demonstrated to be in a sustainable location;
 - d) the affordable homes are secured in perpetuity;
 - e) that the housing will be for those with a local connection in the first instance and this will be ensured through legal agreement; and
 - f) the development is in keeping with the character and size of the settlement.
- 2) The minimum number of market dwellings within a rural exception site will only be permitted in exceptional circumstances where the following is evidenced:
 - a) the scheme would be unviable without the inclusion of market housing;
 - b) it would not inflate the threshold land value⁷³; and
 - c) the development physically integrates open market and affordable housing.

⁷³ This is the minimum land value likely to trigger an owner to sell the land.



- 3.123. There are fewer opportunities to provide housing developments at a scale which will deliver significant levels of affordable units within the Borough's smaller rural settlements. Some of these areas are partly and fully surrounded by, or designated as Green Belt, where new residential development is often restricted, and countryside beyond the Green Belt. As such, this Policy seeks to enable the provision of genuinely affordable-led developments in locations adjacent to rural settlements within the Borough, incorporating:
- Bagshot;
 - Bisley;
 - Chobham;
 - Deepcut;
 - Lightwater;
 - West End; and
 - Windlesham.
- 3.124. Affordable housing in rural settlements can help to provide accommodation for local people, who often have a local connection through employment, or from growing up in the area and still having family who reside in the locality.
- 3.125. A rural exception site is an exception to normal planning policy, therefore, the applicant must justify their proposals to the Council and community, by being fully compliant with this Policy.
- 3.126. The appropriate size of a rural exception site will be considered on a case-by-case basis, taking into account the scale of the proposed development in relation to the settlement and site specific considerations, including the sustainability of the location, and the level of evidenced local need.
- 3.127. In assessing proposals for rural exception sites, the applicant must robustly demonstrate that there is a genuine local need for affordable housing of the number, size and tenure of homes proposed from people who are or have been closely connected with the rural settlement through family, recent past residence, or current employment. Needs should be established through a robust, and up to date, Local Housing Needs Assessment. Only surveys carried out using a methodology agreed by both the relevant Parish Council and the Borough Council will be considered suitable.
- 3.128. The applicant must demonstrate that there are no sequentially preferable sites within the associated settlement area that have been, or would be, capable of meeting local affordable housing needs. At a minimum, this should examine past delivery of affordable housing and available sites as identified within the SLAA.



- 3.129. The Council will not support unsustainable patterns of development. Rural exception sites that are disconnected from settlements are likely to lead to an increased dependence on private motor vehicles and the creation of isolated communities that would not benefit from the services needed on a day to day basis. In this respect, the Council considers that rural exception sites should be adjacent to an existing settlement.
- 3.130. In order for a rural exception scheme to be granted planning approval the housing provider will have to demonstrate that mechanisms are in place to ensure that the properties remain as affordable housing in perpetuity. For example, being held in a Community Land Trust and let on terms, which would not allow the freehold to be acquired by the resident, and/or sold on the open market. To ensure that affordable housing provided through rural exception sites remains affordable for those with a local connection to the parish in perpetuity, the development and occupancy of each rural exception site will be controlled through a legal agreement.
- 3.131. It is essential that rural exception sites are clearly and demonstrably affordable housing led. However, in line with the National Planning Policy Framework, the Council recognise that in exceptional circumstances market housing may be required to make a proposal viable, in such instances the site must be delivered with an appropriate mix and integration of affordable and open market tenures.
- 3.132. In cases where viability concerns are raised, it will be necessary for negotiations between the Council and the applicant to take place to understand what has impacted the development's reduced viability or non-viability. Where market housing is proposed, the Council will require submission of an open book development viability appraisal. The evidence will be published on the Council's website, to ensure transparency. External consultants will be appointed at the applicants' cost to provide an independent assessment of the scheme's viability. As part of this process, the applicant will be required to apply the government's Development Appraisal Tool⁷⁴ or other equivalent tools agreed with the Council in advance of the assessment.
- 3.133. If the exceptional circumstances for the inclusion of market housing on a site can be satisfactorily and robustly demonstrated, and the level of affordable housing being sought would be unviable, alternative tenure mixes and levels of affordable housing provision may be considered. In the first instance, this should seek to retain the same number of homes in the Subsidised Rented Affordable Housing category, and vary the type or reduce the number of homes in the Affordable Intermediate housing category.

⁷⁴ Development Appraisal Tool: <https://www.gov.uk/government/collections/development-appraisal-tool>.



Policy H10: First Homes Exception Sites

- 3.134. As set out in relation to the Rural Exception Site Policy (H9), in rural areas of the Borough, high house prices and a limited supply of new affordable homes restrict the potential for residents and those working in the area to live in a home that they can afford. National Planning guidance sets out that First Homes can be delivered on 'First Homes exception sites' outside the defined settlement boundaries.

Policy H10 – First Homes Exception Sites

- 1) Proposals for First Homes which are outside defined settlement boundaries and lie within the Countryside beyond the Green Belt will be permitted where they meet all of the following criteria:
 - a) the site adjoins a defined settlement boundary and can be demonstrated to be in a sustainable location;
 - b) the First Homes are secured in perpetuity;
 - c) the need for First Homes is not being met within the Borough;
 - d) the development is small scale and proportionate to the character and size of the settlement; and
 - e) the development will not lead to visual or physical coalescence of settlements.
- 2) Market dwellings within a First Homes exception site will only be permitted in exceptional circumstances where the following is evidenced:
 - a) the requirements set out in a - e are satisfactorily met;
 - b) the scheme would be unviable without the inclusion of market housing;
 - c) it would not inflate the threshold land value⁷⁵;
 - d) the amount of market housing is only that required for viability purposes; and
 - e) the development physically integrates open market and affordable housing.
- 3) The provision of other forms of affordable housing as part of the affordable housing mix will be permitted where local evidence demonstrates a significant local need.

⁷⁵ This is the minimum land value likely to trigger an owner to sell the land.



Reasoned Justification

- 3.135. First Homes provide a discounted market form of affordable housing as set out in more detail in relation to Policy H7. National Planning Practice Guidance sets out that First Homes may be acceptable on 'exception' sites. These are sites not allocated within the Local Plan, that are adjacent to a settlement and which are of a small scale proportionate to the size of the settlement. First Homes exception sites cannot come forward in areas designated as Green Belt or designated rural areas as defined in Annex 2 of the NPPF. In these areas Rural Exception Sites are the sole permissible type of exception site wherein development proposals must accord with Policy H9 on Rural Exception Sites.
- 3.136. First Homes Exception sites are therefore limited to sites adjacent to the settlement boundary in the Countryside beyond the Green Belt. In Surrey Heath such sites will be limited due to the presence of the Thames Basin Heaths SPA and the 400m buffer and other constraints.
- 3.137. As set out in relation to Policy H7: Affordable Housing, First Homes will be secured in perpetuity through a legal agreement and land registry title on the property. They will be available to those that meet the First Homes eligibility requirements and meet any First Homes local connection criteria adopted by the Council.
- 3.138. The Council will not support unsustainable patterns of development. Exception sites that are disconnected from settlements are likely to lead to an increased dependence on private motor vehicles and the creation of isolated communities that would not benefit from the services needed on a day to day basis. The Council therefore expects Exception sites to be physically adjacent to an existing settlement.
- 3.139. Where development proposals come forward for First Homes Exception sites applicants will be expected to demonstrate that the site is of a proportionate scale. The Council will take matters including the scale of the existing settlement and the impact on coalescence and separate identity of settlements into account in any such assessment. It is considered that the previous national guidance on a proportionate size for Entry Level Exception sites is appropriate as a guide. This set out that Exception sites should not be more than 1 hectare in size or exceed a maximum of 5% of the size of the existing settlement. Applicants should set out how their proposal is of a proportionate scale having regard to these issues.
- 3.140. In line with national Planning Practice Guidance, the Council recognises that in exceptional circumstances market housing may be required to make a proposal viable. In such instances the site must be delivered with an appropriate mix and integration of affordable and open market tenures.



- 3.141. In cases where viability concerns are raised, it will be necessary for negotiations between the Council and the applicant to take place to understand what has impacted the development's reduced viability or non-viability. Where market housing is proposed, the Council will require submission of an open book development viability appraisal to ensure that only the amount of market housing required to enable the development to come forward is provided. The evidence will be published on the Council's website, to ensure transparency. External consultants will be appointed at the applicants' cost to provide an independent assessment of the scheme's viability. As part of this process, the applicant will be required to apply the government's Development Appraisal Tool⁷⁶ or other equivalent tools agreed with the Council in advance of the assessment.
- 3.142. The Council would support other forms of affordable housing being provided alongside First Homes. However, in line with Government guidance such proposals would need to be robustly supported by evidence of local need. This evidence should be consistent with that provided for Rural Exception sites as set out under Policy H9. Government guidance also makes clear that First Homes Exception sites will also only be permissible where the need for such homes is not being met within the Borough. Whilst it is considered unlikely that this would be the case, should the Housing Needs Assessment and ongoing monitoring demonstrate to the Council that the housing need for first time buyers is being met then First Homes Exception sites will not be justified.

⁷⁶ Development Appraisal Tool: <https://www.gov.uk/government/collections/development-appraisal-tool>.



Policy H11: Gypsies and Travellers and Travelling Showpeople

- 3.143. The Council has a responsibility through the NPPF, and legal requirements, to assess and plan for the housing needs of all residents, including the Gypsy and Traveller community. The national Planning Policy for Traveller Sites (PPTS) (2015) directs the process that must be followed in order to effectively assess and plan for this specific housing requirement.
- 3.144. The Government's overall aim, as set out in the PPTS, is "to ensure fair and equal treatment for Travellers, in a way that facilitates the traditional and nomadic way of life of Travellers while respecting the interests of the settled community".
- 3.145. The PPTS is an important document as it also amends the previous definition of who is considered to be a 'Gypsy or Traveller' for the purposes of planning. The PPTS redefined those who qualify as 'Travellers' as follows: "Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily, but excluding members of an organised group of travelling showpeople or circus people travelling together as such".
- 3.146. This definition change did not remove the obligation of the Council to accommodate others who reside in caravans, however, this obligation sits outside planning functions. However, permissions for Gypsy and Traveller sites will be subject to conditions limiting their occupation to those who meet the definition of Gypsies and Travellers as defined in planning policy.
- 3.147. In accordance with Government guidance, the Council is required to identify a supply of specific, deliverable Gypsy, Traveller and Travelling Showpeople sites sufficient to provide five years' worth of sites against our locally set targets to meet accommodation needs of these groups who meet the revised definition within Surrey Heath.
- 3.148. This policy, along with Policy H12: Gypsy and Traveller allocations, aims to meet the Borough's local need and ensure that sites are sustainable economically, socially and environmentally.



Policy H11: Gypsies, Travellers and Travelling Showpeople

Safeguarding Existing Supply

- 1) Existing sites permitted for Gypsy and Traveller and Travelling Showpeople will be safeguarded in perpetuity. Proposals which fail to protect existing Gypsy and Traveller or Travelling Showpeople sites, or involve a loss of pitches or plots will not be permitted unless it can be evidenced that they are no longer required or new suitable equivalent provision can be made.

Planning Applications

- 2) Planning permission for the expansion to existing sites or new sites to accommodate Gypsy and Traveller and Travelling showpeople accommodation, will only be permitted outside of allocated sites if the following criteria are met for the site:
 - a) Safe pedestrian, cycle and vehicular access on to the highways network can be provided, taking into account the type of vehicles that could reasonably be expected to use or access the site;
 - b) Is capable of being provided with essential utilities, including mains water, electricity, sewerage, drainage and waste disposal, in addition to appropriate amenity space. In the case of plots for Travelling Showpeople, adequate storage space must also be provided;
 - c) Accords with the criteria set out in Policy E5: Flood Risk and Sustainable Drainage;
 - d) Local services and facilities – such as shops, public transport, schools, can be readily accessed;
 - e) Does not pose a significant risk to the health and safety of the site's residents;
 - f) Would not give rise to an unacceptable adverse impact on the amenity of adjoining properties and land uses or the character of the surrounding area. Appropriate boundary treatment and landscaping must be capable of being provided;
 - g) Sites are located, and can be managed, so as not to result in any significant conflict with existing land uses;
 - h) Provides adequate space for vehicle parking, turning and servicing of large vehicles, storage, play and residential amenity; and
 - i) Arrangements are put in place to ensure the proper management of the site to seek to ensure community cohesion between the settled and traveller communities.



- 3) Any permission granted for a Gypsy and Traveller and Travelling Showpeople site will be subject to a condition limiting occupation to Gypsies and Travellers and Travelling Showpeople, as appropriate.

Meeting Future Needs Within Strategic development sites

- 4) To meet the needs of Gypsy and Traveller and Travelling Showpeople households whether they meet the planning definition or not, accommodation is expected to be provided on development sites of 100 homes or more whilst there remains an identified need within Surrey Heath. Developments located within a town centre, which deliver regeneration and comply with the Council's town centre strategy, will not be expected to provide provision.
- 5) The number of pitches and plots required will reflect the level of local need within Surrey Heath. However, sites will have at least 3 pitches/plots, and should contain the maximum number of pitches/plots that can be reasonably accommodated on the site.
- 6) If a development site is required to make on-site provision for traveller accommodation and has robustly demonstrated that it is unable to do so, offsite provision will be considered.
- 7) Offsite accommodation will only be considered appropriate where all of the following criteria are met:
 - a) The exceptional circumstances demonstrating on-site provision is not feasible have been proven;
 - b) The alternative site provides for at least the same quantity of provision;
 - c) The alternative site is considered as sustainable in regards to access to services, location and size as allocation on site;
 - d) The alternative site complies with the other policies of this Plan, including Green Belt policies; and
 - e) The site can be developed within the timeframe of the housing development.

3.149. In order to achieve the overarching aim of the Government guidance, the Council commissioned a Gypsy and Traveller Accommodation Assessment. The Surrey Heath Gypsy and Traveller Accommodation Assessment (GTAA) 2020 identified a need for at least 32 pitches for Gypsies and Travellers and 14 plots for Travelling Showpeople meeting the planning definition across the plan period. The GTAA also identified a need for a further 32 pitches for Gypsy and Traveller households that did not meet the planning definition.



- 3.150. It is important to protect existing Gypsy and Traveller sites from being developed for alternative uses whilst there is a need for such sites, as currently demonstrated by the GTAA. It is also important to safeguard these sites for future generations of Gypsies and Travellers. It is also important to safeguard the existing Traveling Showpeople yard at Pennypot Lane, as there is currently only one site in the Borough and the GTAA has established that there is also need for further plots.
- 3.151. Therefore, any sites with existing lawful use as a traveller site should not be lost to an alternative use, unless an alternative replacement site has been identified. Sites that are granted a personal permission, to be inhabited by a named family, will not be safeguarded under this policy. Any new traveller sites granted planning permission and implemented shall also be safeguarded under the provisions of this policy as long as the need for traveller accommodation within the Borough remains.
- 3.152. The Council has also incorporated a windfall section within the policy. The suitability of the location of any further sites for Gypsies, Travellers or Travelling Showpeople, which come forward during the plan period will be determined in accordance with the planning applications section of the policy.
- 3.153. A specific, clearly worded windfall section within the policy enables the Council to deal with planning applications for Gypsy and Traveller sites on a site-by-site basis and would allow suitable sites to continue to be permitted, provided they meet criteria set out in the policy. This section of the policy will ensure sites are well-related to existing and proposed services and facilities and which would not adversely impact on a protected landscape, that may previously not have been identified have the opportunity to come forward in the plan period.
- 3.154. This section considers the environment, access to public transport and services, access, flood risk and amenity. New pitches and plots should have adequate utility services and amenity space, safe turning space and parking and be in areas with reasonable access to schools, health services and local services. Travelling showpeople sites may also need space for related business storage. This will reduce the need for long-distance travelling and unauthorised encampment, taking into account environmental amenity and consideration of infrastructure and access to education and health care facilities for residents. In addition, development should not adversely impact on the key characteristics of Landscape Character Areas.
- 3.155. The impact of new traveller accommodation on existing communities and how well proposals can be integrated is an important consideration in the determination of applications for Gypsy and Traveller provision.



- 3.156. In granting consent for a site, the Council will include a condition to ensure that the sites remain in use by Gypsies and Travellers or Travelling Showpeople as appropriate, and the number of pitches and plots are retained to ensure a supply to need demand.
- 3.157. To aid the delivery of the pitches and plots required across the plan period, the provision of on-site pitches/plots will be sought as part of the development of strategic sites. Off-site provision will only be acceptable where it has been robustly demonstrated that on-site provision is not possible.
- 3.158. The development of the allocated sites/yards and any sites/yards delivered through strategic development will also be expected to comply with the planning application section of the policy.

Policy H12: Site Allocations for Gypsy and Travelling Showpeople Accommodation

Policy H12: Site Allocations for Gypsy and Travelling Showpeople Accommodation		
1) The following site is allocated for Gypsy and Traveller accommodation:		
Site Reference	Site Name / Address	Indicative Pitches
HA12/01	Diamond Ridge Woods, Camberley	4
Development Requirements	1) Development proposals are required to: <ul style="list-style-type: none"> a) retain the existing vegetation boundary along London Road as far as reasonably practicable; b) provide high quality landscaping and appropriate and usable private and communal amenity space; c) be supported by a Green Space Management Plan addressing the future management of land remaining as SANGS; d) be informed by the results of a full Noise Impact Assessment that considers the proximity to the A30 London Road, in addition to further species specific survey work; and, e) provide suitable vehicular access to, and within the site. 	



- 3.159. In advance of the publication of the Draft Local Plan the Council has undertaken a broad portfolio of work seeking to identify land to deliver the pitches and plots required to meet the needs of the Borough's Gypsy and Traveller and Travelling Showpeople communities. Despite this, the Council has so far been unable to identify sufficient sites to meet the Council's identified needs, with a remaining shortfall of 30 Gypsy and Traveller pitches and 14 Travelling Showpeople plots across the Plan period.
- 3.160. To aid the delivery of the pitches and plots required across the plan period, provision will be sought as part of the development of strategic sites through Policy H11. In addition, some of the remaining identified needs may be met through windfall sites. Windfalls are the sites that are brought forward which have not been specifically identified for development. However, in isolation these are unlikely to be sufficient to meet the shortfall in identified needs for Gypsy and Traveller Pitches and Travelling Showpeople plots.
- 3.161. The Council will continue work to identify suitable sites for allocation within the Surrey Heath Local Plan across the remainder of the Plan-making process. The detailed work undertaken to date by the Council in respect of seeking to identify land to meet the Council's needs, in addition to an overview of future work to be undertaken is set out in the Council's Gypsy and Traveller Background Paper which is published alongside the Draft Local Plan.
- 3.162. To support the work being undertaken by the Council, a focused 'Call for Sites' will be undertaken alongside the consultation on this Draft Local Plan and will invite anyone with an interest in land, potential sites and broad locations for Gypsy and Traveller or Travelling Showpeople sites to submit these to the Council for consideration for inclusion within the new Local Plan. The information provided through the 'Call for Sites' as well as an analysis of development opportunities by the Council using other sources of information will be used to inform the identification of additional sites which the Council considers are suitable for allocation within this new Local Plan. Any further proposed allocations will be subject to further consultation.
- 3.163. The information set out against each proposed allocation will not be a formal development brief. Any proposals coming forward on the sites will be assessed against all Local Plan policies and other material considerations relevant at the time of application. The Council may require the applicant to provide more information or include measures that are not specifically identified within the allocation policies.



4. Section 4: Town Centres, Retail and Economy

- 4.1. This section of the Local Plan considers economic growth, retail provision and the future development of town centres in Surrey Heath including Policies relating to Camberley Town Centre.

Policy CTCl: Camberley Town Centre

- 4.2. Camberley Town Centre lies in the west of the Borough along the A30 London Road and just east of the Borough's western boundary with Berkshire and Hampshire. As set out in the Spatial Strategy section Camberley is the main retail centre in the Borough providing for a mix of shopping, business, leisure, civic, cultural and community activities. The amount of residential accommodation in the town centre has increased over the last few years.
- 4.3. The boundary of the town centre is shown on Figure 7 in this Chapter and on the Policies Map.
- 4.4. The town centre includes Camberley Rail station as well as civic, community and leisure facilities on Knoll Road including Camberley Theatre. The core retail area is focused around The Square, the High Street and Park Street with the Atrium hosting a nine screen cinema and a range of leisure and restaurant facilities.
- 4.5. In 2014 the Council adopted the Camberley Town Centre Area Action Plan (AAP) to guide future development in the town centre and a Camberley Town Centre Masterplan and Public Realm Strategy Supplementary Planning Document was then adopted in 2015. The AAP will be replaced by Policies and allocations in the new Local Plan.
- 4.6. The Council has a corporate objective to deliver an improved town centre and has made significant investment in the town centre over recent years. In partnership with others, particularly Surrey County Council and the Enterprise M3 LEP this includes:
1. the acquisition and subsequent refurbishment of The Square shopping centre;
 2. the acquisition of Ashwood House, the former BHS and office building, and redevelopment into 116 high quality residential apartments;
 3. improvement works to High Street, Princess Way and Knoll Walk to create a more pedestrian-friendly high quality street environment; and
 4. Improvement works along the A30.
- 4.7. The Council is also progressing the future of the London Road Block. This is a key town centre development site that has the potential to provide a major residential led regeneration scheme. It is one of the largest available areas of brownfield land in the Borough and is centrally positioned in the Town Centre with further details on its location and future development set out in Policy HA2.



- 4.8. A Corporate Camberley Town Centre Strategy is currently being prepared and will inform future versions of this Local Plan, including a review of the Vision and links to future masterplanning.
- 4.9. Since the adoption of the AAP in 2014 there have been some significant social and economic changes that affect future town centre policies. These include:
1. A decline in the demand for retail space and in retail investment and the rise of online shopping;
 2. Increased importance of town centres for leisure and health facilities;
 3. Changes in planning legislation and guidance giving greater flexibility between land uses;
 4. Covid-19 and the short and longer term economic effects and changes to the way people work, travel and shop;
 5. Changes in digital technology;
 6. Climate change significance, commitments and technology;
 7. Recognition of the increased scope and value of residential development in town centres.
- 4.10. This version of the Local Plan has been prepared as the economy still copes with the unprecedented consequences of Covid-19 on retailers and town centres. At present the long-term impacts are not known but partly in response to the impacts of Covid-19, the Government has introduced a number of significant planning reforms including changes to the Use Classes Order. This, and other changes to permitted development rights, mean that there is much greater flexibility for changes of use in town centres without the need for planning permission.
- 4.11. The Draft Vision for Camberley Town Centre is set out in Section I of this Plan and for ease of reference repeated below. As set out above this will be reviewed as part of the Corporate Camberley Town Centre Strategy being prepared.

Camberley town centre will be thriving and digitally connected, offering a wide range of shops, excellent leisure experiences, cafés and restaurants, flexible office premises, a full range of community services and new homes meeting local needs.

Development will be of a high quality design including measures to mitigate and adapt to climate change with improved green and civic open spaces. There will be safe and easy access to and within the centre with a good public transport system and an emphasis on improved cycle and pedestrian priority.



Policy CTC1: Camberley Town Centre

- 1) Development will be permitted within the defined town centre boundary that maintains or enhances the vitality and viability of Camberley town centre and which, as appropriate to the scale and type of development:
 - a) contributes to the delivery of a healthy and vibrant, experience based town centre by ensuring it is the focus for the development of Main town centre uses⁷⁷ and provides for all sectors of the community;
 - b) protects a robust retail core in the Primary Shopping Area by supporting a concentration of retail uses in line with Policy CTC2;
 - c) is consistent with the delivery of the priority regeneration sites including London Road Block as set out in Policies HA1: Housing Allocations; HA2: London Road Block and HA3: Land East of Knoll Road;
 - d) retains and enhances existing markets and supports opportunities for the creation of new markets;
 - e) delivers a safe, healthy and accessible environment, supporting the 20 Minute Neighbourhood principles;
 - f) delivers a mix of high quality homes, including affordable homes meeting local needs, on suitable sites within the town centre, including above ground floor level and as set out in Policies HA1, HA2 and HA3.
 - g) delivers flexible employment uses appropriate in the town centre;
 - h) delivers high quality public realm improvements, maximizing opportunities to “green” the town centre environment, including Camberley Park and providing attractive places to dwell and space to accommodate outdoor events;
 - i) delivers improved accessibility and permeability for all, both within the town centre and between the town centre and the wider settlement with a focus on improved east/west connectivity and in line with Policy CTC3.
 - j) delivers good quality design, in line with existing and future national and local Design Guidance and Design Codes;

⁷⁷ Main Town Centre Uses: As defined in the NPPF - The uses that should normally be found within defined town centres, including uses within Class E, Class F1, F2 and certain sui generis uses i.e. retail development, leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); offices and employment uses appropriate to a town centre location; schools and colleges; places of worship; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).



- k) conserves and enhances the Victorian/Edwardian historic character and setting of the High Street, including key views;
- l) relocates the library and/or Camberley Theatre to more central locations should opportunities arise;
- m) includes provision of the most up to date digital technology; and
- n) supports actions that deliver a low carbon town centre and provide appropriate adaptation and mitigation measures in relation to climate change in accordance with Policies SS3a and b including:
 - i. provision of electric charging points;
 - ii. urban greening and shading; and
 - iii. delivery of low carbon heating.

Reasoned Justification

4.12. National planning policy emphasises the need to ensure that town centres are rapidly adaptable to change, allowing them to grow and diversify in response to changing market conditions whilst maintaining their role at the heart of the communities they serve. As set out elsewhere, the Government has introduced a range of planning reforms to support a more flexible approach to town centre uses. These reforms mean that the Council has less influence on the mix of uses in the town centre. However, the Council can still influence the type of development that comes forward where planning permission is required and also as a significant landowner, as well as being able to work in partnership with others to support delivery of changes which add to the vitality and viability of the town centre.

4.13. Previous planning documents have identified a number of physical challenges within Camberley town centre. These include:

- Legibility: Very little of the town centre is visible to passing trade – this includes the busy A30 London Road frontage.
Enclosed shopping centres on Princess Way and Obelisk Way make it harder to navigate, and separating the two major leisure and entertainment ‘hubs’ on the High Street and Knoll Road, particularly at night when through access is closed.
Poor environment from the rail station through to the town centre.
- Service areas: Significant open service areas impact upon public open space and traffic movements, particularly from deliveries.
- Public realm: Opportunities to improve the public realm have been identified and a number have now been delivered including in the High Street.



Camberley Town Centre analysis

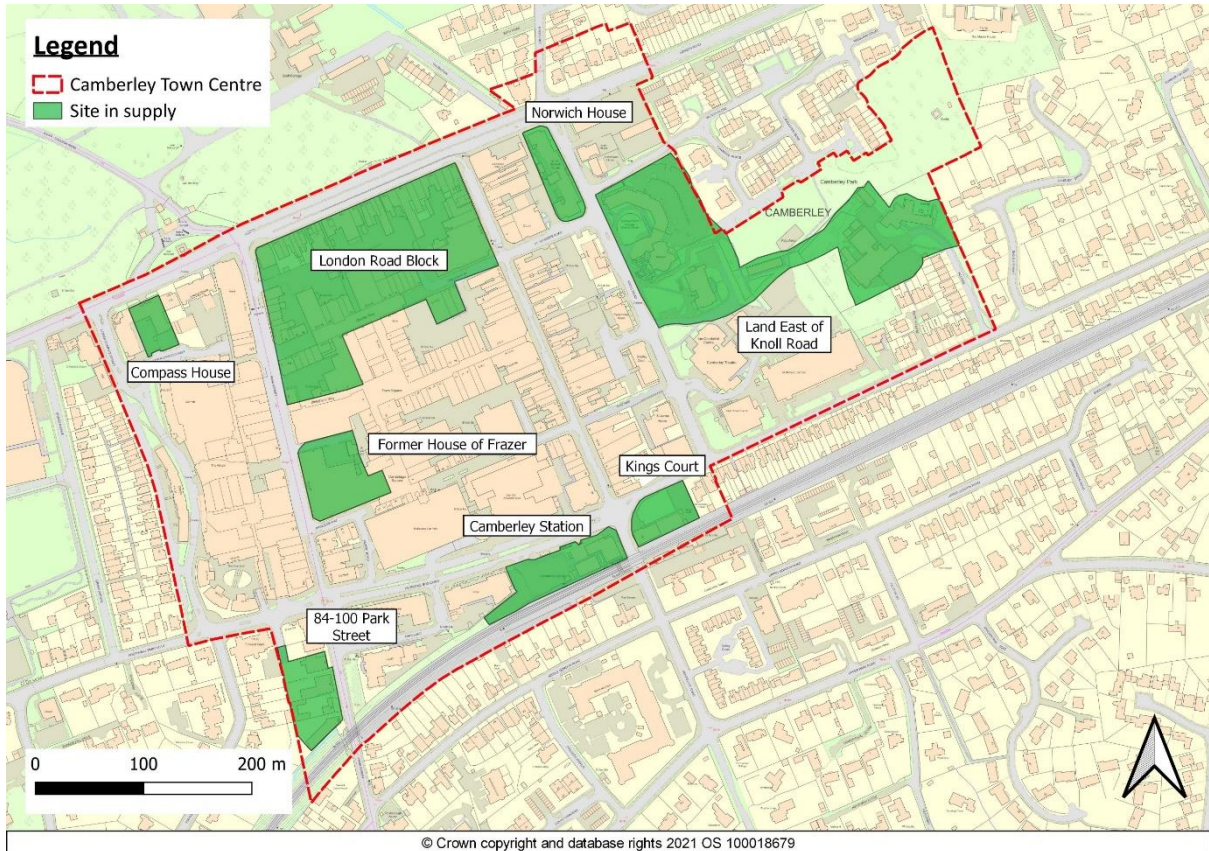
- 4.14. In 2019 the Council commissioned Lambert Smith Hampton to prepare a Town Centre Uses and Future Directions Study (Town Centre Uses Study) to inform the Local Plan, with a focus on Camberley Town Centre. This was undertaken prior to the outbreak of the Covid-19 pandemic and the long-term impacts of this are as yet unknown. However, it is clear nationally that some trends, such as the move to online shopping which were already taking place have been accelerated by Covid. Evidence in the 2020 Town Centre Uses Study suggests that given the changing nature of retailing, there is no Borough wide capacity for new retail floorspace over the plan period for either comparison or convenience goods after taking account of existing commitments and vacant floorspace.
- 4.15. The Town Centre Uses Study found that for comparison goods the proportion of online sales across Camberley town centre (pre-covid) was slightly higher than the national average. The Study also identified that the current provision of comparison outlets as a proportion of total outlets in Camberley Town Centre (43.9%) is above the national average of 37%. Comparison goods floorspace represented 50% of total floorspace in the town centre, which is also above the national average figure of 42.6%. Although the strong provision of comparison retailing floorspace in Camberley is a positive indicator, the Study suggests that it could also represent a weakness given current trends in the retail sector and the proportion of online sales. Camberley could therefore be vulnerable to the loss of comparison goods space over time and this emphasises the need for the town centre to provide much more than a retail role to ensure that it continues as an attractive place to live and visit.
- 4.16. Despite the current challenges facing town centres, the Study suggests that Camberley still performs well and has the potential to continue to do so. It concludes:
- “It [Camberley Town Centre] has many assets, strengths and opportunities upon which to build the next phase of its recovery, regeneration and renaissance; although this will clearly need to look “beyond retail” as the answer to the challenges it is facing and will face. The Council also has a key stake in the town centre through its ownerships and partnerships, and is therefore well placed to proactively develop, manage and curate the town’s offer, and exploit new investment opportunities and funding.”*
- 4.17. The Town Centre Uses Study also recognises the value of the library and Camberley Theatre in drawing people into the town centre, especially in view of the wider role of activities that libraries now host. Should appropriate opportunities arise for these uses to be relocated into a more central town centre location then this will be strongly supported subject to compliance with other policies.



Delivery

- 4.18. A number of sites/areas are identified for residential led development in the town centre as set out in Policies HA1, 2 and 3 of this Plan. These sites offer scope for significant change and an increase in new homes in the town centre, particularly at London Road Block and Knoll Road. The Plan below shows the distribution of allocated and permitted sites for residential/mixed use in the town centre.

Figure 7 – Camberley Town Centre Sites



- 4.19. Development of the London Road block is being led by the Council and offers the potential to provide an improved 'gateway' into the town centre as well as a mix of uses including residential and public open space. Land at Camberley Station, Pembroke Broadway is also allocated for residential development and provision of an improved rail station, providing the opportunity for an improved visitor experience and improved links with the rest of the town centre.



- 4.20. Camberley is a relatively compact centre, close to residential areas within Camberley itself as well as the new Places Leisure Camberley Centre. The main attribute that people who were interviewed as part of the Town Centre Uses Study ‘liked’ about the town centre was that it was compact. The Council supports the principles behind the 20 Minute Neighbourhood⁷⁸ – this can be summarised as ‘a complete, compact and connected neighbourhood, where people can meet their everyday needs within a short walk or cycle’. This includes characteristics such as:
1. diverse and affordable homes;
 2. well connected paths, streets and spaces;
 3. schools at the heart of communities;
 4. good green spaces in the right places;
 5. local food production;
 6. keeping jobs and money local;
 7. community health and wellbeing facilities; and
 8. a place for all ages.
- 4.21. Support for the 20 Minute Neighbourhood is also set out in the emerging Surrey Local Transport Plan 4⁷⁹. Employment uses are also an important part of the town centre mix of uses. Whilst some office floorspace has been lost to residential uses the appropriate conversion of town centre floorspaces to employment space, particularly where this allows for shared workspaces and support for small businesses will be encouraged.
- 4.22. Opportunities for greater digital connectivity are also being explored for the Town Centre including the potential for The Square to be 5G enabled.
- 4.23. The Council’s Climate Change Study identifies opportunities for Camberley town centre to deliver low carbon heating and provide further adaptation and mitigation measures. These include opportunities to ‘green’ the environment and to provide urban shading as well as design issues relating to building orientation and layout. In line with the National Planning Policy Framework, 2021, design codes will be produced for Camberley Town Centre. These will be produced separately to the Local Plan.
- 4.24. Green spaces and vegetation including street trees are important in providing a wide range of environmental and quality of life benefits for those who live, work and visit the area. The Council will seek to ensure that developments include green features and link and enhance the existing network of green spaces. Where appropriate, the town centre site allocations policies set out the requirements for improvements to green infrastructure.

⁷⁸ Available online at: <https://www.tcpa.org.uk/guide-the-20-minute-neighbourhood>.

⁷⁹ Available online at: <https://surreyltp4.commonplace.is>.

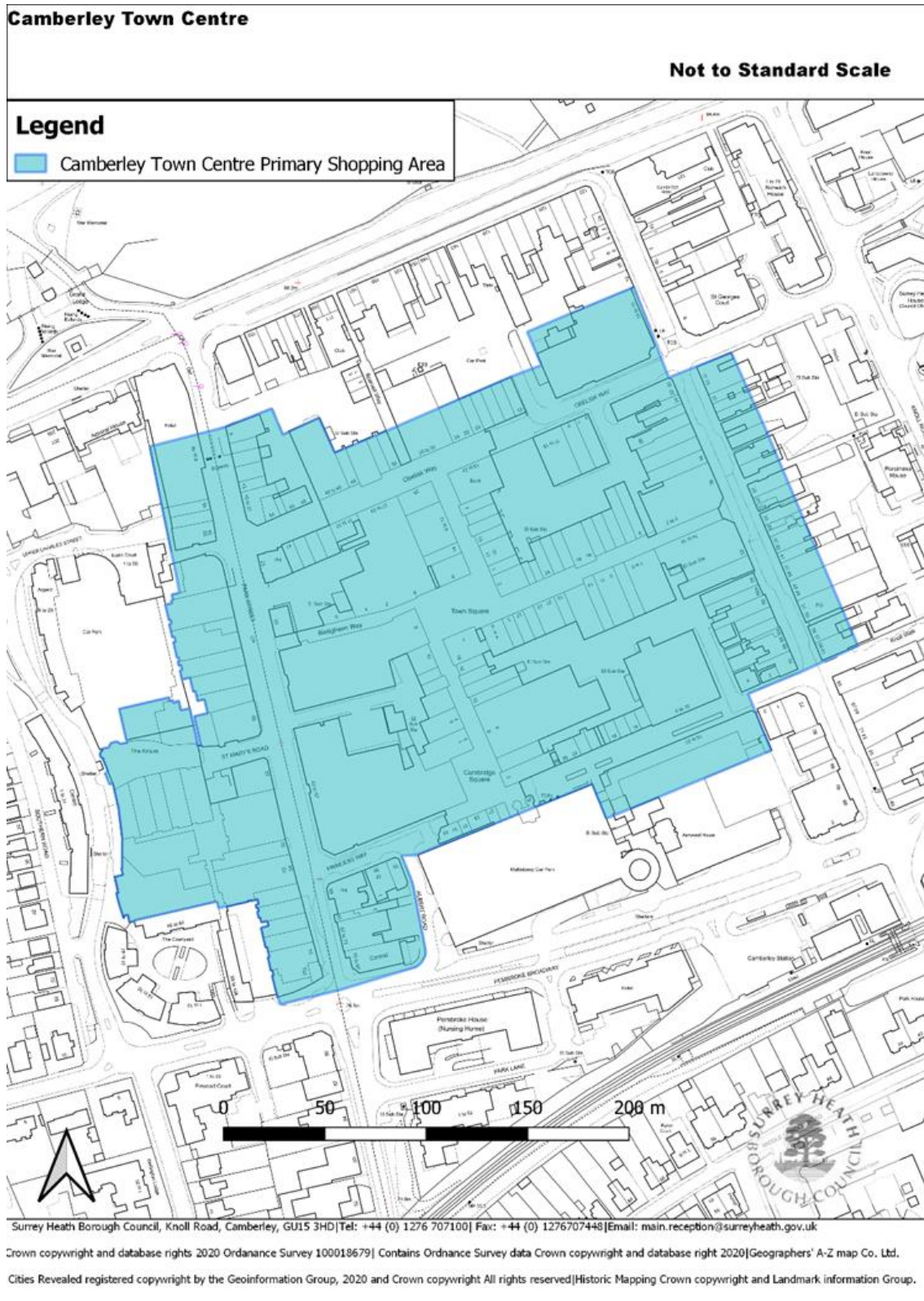


Policy CTC2: Camberley Town Centre Primary Shopping Area

- 4.25. The Primary Shopping Area (PSA) is where the main retail development in Camberley town centre is concentrated and where the Council considers that such concentration should remain. This includes The Square, the High Street and Park Street which contain frontages with different characters and scale and mix of uses but which collectively provide an important shopping focus.
- 4.26. The Area Action Plan extended the Primary Shopping Area to include the London Road Block and properties fronting the eastern side of the High Street. Having regard to the need for a more flexible approach to town centre uses and changes in demand for retail floorspace since the AAP was prepared, the recommendations in the Town Centre Uses Study are to focus the PSA on the blocks comprising The Square and The Atrium, bordered by the High Street to the east, Princess Way to the south, and Obelisk Way to the north. The Primary Shopping Area boundary has also been informed by the 2021 Retail Survey and is set out on the Policies Map and the Plan below.



Figure 8 – Camberley Town Centre Primary Shopping Area



- 4.27. National planning policy emphasises the need to ensure that town centres are rapidly adaptable to change and this message has been strengthened by Government in the light of the Covid-19 pandemic. To support flexibility and change in town centres, in September 2020 the Government introduced changes to the Use Classes Order, introducing a new E Use Class (Commercial business and service uses).
- 4.28. The new E Use Class includes the previous Class A1 shops (other than those less than 280sqm selling essential goods and at least 1km from another shop), Class A2 Financial and Professional Services, Class A3 Café and restaurants, the previous Class B1 uses (office, research and industrial), and some previous Class D uses: health and nursery facilities and indoor recreation uses including gyms. Other uses, i.e. pubs (previously Class A4), hot food takeaways (previously Class A5), and cinemas (previously Class D2), have become “sui generis”.
- 4.29. In addition to this in August 2021, further permitted development rights were introduced allowing conversion of most Class E uses to residential, subject to meeting relevant criteria such as size limits. The impact of these changes in terms of the ability of the Council to influence the type of uses in the town centre is significant. This will now be largely dictated by the market unless permission is required due to a planning condition or other restriction.
- 4.30. Whilst the need to be flexible and adaptable is recognised, the vitality of the town centre can be impaired when the core retail frontages are fragmented. A study by KPMG⁸⁰ on the impact of Covid-19 on town centres recognised that ‘shoppers are attracted to a cluster of shops rather than a single stand-alone outlet’. As some control over changes of use will remain where planning permission is required, the Council considers that it remains appropriate to seek to retain a retail core where the impact of a change of use on the vitality and viability of the centre can be considered. This is consistent with the NPPF 2021 which supports defining primary shopping areas and policies for the uses that will be permitted within them.
- 4.31. As the Plan progresses the Council will consider whether it would be appropriate to introduce an Article 4 Direction for the PSA to ensure that changes of use require planning permission and a retail core can therefore be more strongly protected.

⁸⁰ Available online at: <https://assets.kpmg/content/dam/kpmg/uk/pdf/2021/01/the-future-of-towns-and-cities-post-covid-19-how-will-covid-19-transform-england-s-town-and-city-centres.pdf>.



Policy CTC2: Camberley Town Centre Primary Shopping Area

- 1) Within the defined Primary Shopping Area in Camberley town centre, development will be permitted which satisfies the following criteria:
 - a) It supports or enhances the centre's vitality and viability;
 - b) It is for a Class E Use, which maintains an active ground floor frontage, generates footfall and supports the retail function of the primary shopping area;
 - c) A change of use from retail (Class Ea) will not result in the over concentration of non retail uses to the detriment of the retail function and attractiveness of the Primary Shopping Area.

Policy CTC3: Movement and Accessibility

- 4.32. The Camberley Town Centre AAP identified a range of issues relating to movement and accessibility within and around Camberley Town Centre. Since then some significant highway improvements have taken place including along the A30. However, ease of access is vital if Camberley is to remain an attractive destination for residents and visitors and to enable the increasing number of town centre residents to travel using a choice of travel modes.

Policy CTC 3 - Movement and Accessibility

- 1) The Council will work with partners including Surrey County Council, Network Rail and the rail and bus operators to improve the accessibility of the town centre with priority given to providing a safe and connected environment for pedestrians and cyclists and for improved access by public transport.
- 2) As appropriate to its nature, scale and location, new development within the town centre will be required to provide or make a financial contribution towards:
 - a) improved pedestrian and cyclist facilities and connectivity to and through the town centre;
 - b) improved accessibility by bus;
 - c) enabling of better integration of transport modes in particular bus, train and taxi to include an improved transport interchange and rail station facilities at Pembroke Broadway;
 - d) enabling of effective circulation of traffic around and to the town centre, including use of signage to minimise congestion;
 - e) provision of on and off street parking facilities, including for taxis, the disabled and motorcycle and cycle in accordance with adopted standards;



- f) works to accommodate any other impacts upon the highway network arising from the development; and
- g) a travel plan for the town centre.

- 4.33. For town centres, transport has an important impact on how easily customers can access businesses and how attractive the centre feels as a place to spend time and therefore money with local businesses. Good quality access to Camberley town centre by walking, cycling and public transport increases the potential number of people who will choose to visit.
- 4.34. Collectively, the matters in Policy CTC1 and CTC3, along with delivery of the site allocations will help to support the principles of a compact and well-connected centre, reducing the need to travel. The street interviews conducted as part of the Town Centre Uses Study identified that 60% of respondents travelled to the centre by car but notably over 50% of journeys were less than 10 minutes suggesting that there is opportunity to increase the use of active travel modes into the town centre.
- 4.35. Surrey County Council as local highway authority, is preparing a new Local Transport Plan (LTP4) which seeks to deliver a carbon net zero transport system by 2050. LTP4 seeks to **avoid** the need for travel, **shift** travel to sustainable travel modes and **improve** emissions intensity and energy efficiency. The Council will work closely with the County Council to identify opportunities to deliver improvements to accessibility by active travel modes and public transport that arise through the new LTP4. This will include reviewing the level of parking provided in new developments. The County Council is currently preparing a Local Cycling and Walking Infrastructure Plan for Surrey Heath Borough which will help to inform additional improvements.
- 4.36. A number of highway improvements to The Meadows gyratory, the A30 and Camberley town centre improving access to the town centre have recently been completed or are underway. Improvements to the A30 that started in 2021 include; junction improvements, improved cycleways, alterations to the bus lanes and improved bus shelters, improved pedestrian facilities and alterations to traffic signals. These highway network improvements will maintain bus reliability, improve accessibility in and around the town centre, and improve peak hour delays on the A30 and are funded jointly by Surrey County Council, Surrey Heath Borough Council and the Enterprise M3 LEP.



- 4.37. Funding from the Highways England Designated Fund has been received by the County Council to progress feasibility design works and appraisal for a Camberley to Frimley Cycleway Scheme. This Fund seeks to promote schemes that encourage more travel by active travel modes (cycling and walking) locally. This route has been specifically selected as it is particularly impacted by the Strategic Road network, including the M3 bridge over Frimley Road which has a negative impact on attractiveness for active travel modes. The feasibility work will explore the possibility of creating a continuous cycle route between Camberley and Frimley.
- 4.38. Site allocations that lie within or close to Camberley Town Centre in Policy HAI set out the requirements to deliver accessibility improvements to the town centre.
- 4.39. Further work on a Corporate Town Centre Strategy and Masterplan will help to identify further details that will deliver the principles set out in Policy CTC3. In addition, a Transport Assessment will also be completed alongside the next stage of the Local Plan to identify the highways issues arising from the emerging Local Plan policies and allocations. This, and the emerging LTP4 will both inform future versions of the Local Plan and the identification of additional accessibility matters that need to be highlighted in the Local Plan policies and allocations.

Economy

- 4.40. Surrey Heath is characterised by a buoyant economy and a diverse economic base, with high technology industries strongly represented alongside traditional and advanced manufacturing. A key strength of Surrey Heath's economy is in the diversity of the sectors represented. Strong employment sectors include: specialist engineering and manufacturing; medical technology; information technology; financial / business services; logistics / distribution and health. The Borough Council also has an active Economic Development Team, providing inward investment support and support to growth and retention of local businesses.
- 4.41. The Strategic Economic Plan (SEP) for the Enterprise M3 Local Enterprise Partnership (LEP) Area 2018-2030 sets out that the growth ambition for the area should be an average growth rate of 4% per year to 2030. The LEP area has a high concentration of knowledge-based industries, with four key priority sectors: Aerospace and Defence, ICT and Digital Media, Pharmaceuticals and Professional and Business Services⁸¹.

⁸¹ The EM3 Priority sectors are set out on the Enterprise M3 Local Enterprise Partnership's website: <https://enterprisem3growthhub.co.uk/em3-sectors>.



- 4.42. The Borough forms part of a functional economic area, comprising the three local authority areas of Hart, Rushmoor and Surrey Heath. The three authorities have strong economic linkages and form part of a commercial property market, focused on the Blackwater Valley area. It is therefore important to view Surrey Heath's economy in the wider context of both the LEP area and the functional economic area, within which it is located.
- 4.43. The Surrey Heath Economic Development Strategy 2020 recognises that Surrey Heath has an active business community with several prestigious and global firms located in the Borough. The Strategy contains three principal economic objectives, which aim to maintain the Borough's competitive and entrepreneurial performance, enhancing the quality of place that makes Surrey Heath a desirable location for businesses, residents and visitors. The economic objectives of the Strategy are to work with stakeholders to create:
1. A sustainable place to live, work, shop and play, creating the conditions for growth through transformational actions in its town centres and significant employment sites;
 2. A great place for business to flourish, that is open for businesses, large and small; and
 3. A great place for people to succeed by ensuring the local economy trains, recruits and retains the right talent required for continued growth.
- 4.44. Surrey Heath's economic profile has identified some recognisable key high technology sectors with strong turnover and productivity prospects and a vibrant micro-business base. It suggests Surrey Heath can play a very active part in Enterprise M3 LEP's ambitions for a Sci:Tech corridor - the local economy matches the LEP's priority sectors very closely.
- 4.45. National planning policy sets out the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. This should be achieved through the identification of sites to meet forecasted employment needs over the plan period. The NPPF also states the Local Plan should also be flexible enough to accommodate needs that are not projected over the plan period, enabling a rapid response to changes in economic circumstances.
- 4.46. The Surrey Heath Employment Technical Paper 2019 (ELTP 2019) found there were net losses of office (E(g) Use Class) and industrial (B2 Use Class) floorspace in Surrey Heath over the period 2005-2019, although net gains were made in storage and distribution (B8 use class) and flexible (mixed B and E(g) Use Classes) employment floorspace. High residential land values in the Borough and significant land constraints can result in increased pressure on employment floorspace from other uses that are not in a B or E(g) use class. Maintaining a supply of employment land is essential for Surrey Heath's economy, which contributes to the Borough's high standard of living.



- 4.47. Policies in the Local Plan aim to ensure that there is sufficient employment land and buildings of the right type to help deliver economic growth in the Borough, supporting the Borough's position as a prosperous economic area. To help achieve this, the Local Plan's economic policies aim to:
1. Enhance existing, and enable the provision of new, high-quality employment space;
 2. Direct new employment provision to the most appropriate locations; and
 3. Support key employment sectors and micro businesses.
- 4.48. It is recognised that changes to the Use Classes Order that came into effect on 1st September 2020 mean that some uses in the defined Employment Areas may not need planning permission to change to other Uses. This specifically applies to employment uses that previously fell within Use Class B1 and which now fall within Use Class E along with other uses including shops, financial and professional services, cafes and restaurants, gyms, nurseries and health centres. However, national planning guidance makes clear that Class E Uses are principally suited for town centres. In light of the need to continue to ensure that there is a balanced supply of housing and employment land, it is considered appropriate to seek to protect Employment Uses (as defined in the Glossary - those falling within Use Classes B2, B8 and E(g)) within defined Employment areas where planning permission is required and where the evidence supports the need to do so.
- 4.49. Based on the future jobs growth scenarios assessed in the ELTP 2019, the forecast floorspace requirements for Surrey Heath amount to a need for between 5,356 and 68,048 square metres of B and E(g) class floorspace over the period to 2037 (with local adjustments made in respect of manufacturing jobs growth). This translates to a range covering a 0.4 to 15.9 hectare requirement for employment land, taking account of floorspace to land-take conversion rates for the different categories of employment land types⁸². Extending the forecasting period by a further three years, from 2019 up to 2040, the forecast employment floorspace requirements demonstrate a projected -1312 sqm reduction in required Employment floorspace to a need to plan for an increase of 79,839 sqm Employment floorspace. This translates to a range covering a 1.34 hectare surplus of employment land to a 18.5 hectare requirement for employment land, taking account of floorspace to land-take conversion rates for the different categories of employment land types.

⁸² For example, employment floorspace in an E(g)(Business) use class requires a lower amount of land-take than employment floorspace in a B2 (General Industry) use class as evidenced in the Employment Land Technical Paper 2019:

<https://www.surreyheath.gov.uk/residents/planning/planning-policy/evidence-base>.



- 4.50. The ELTP 2019 demonstrates that the lower range forecast requirements can be met from the existing supply of land allocations and extant permissions in the Borough, without there being a significant surplus of employment land. This indicates that demand for and supply of employment land are closely aligned. The ELTP 2019 concludes that the upper range forecasts can be met from the existing land supply as well as the redevelopment and intensification of older or poorer quality stock, and underutilised or redundant land at existing employment sites.
- 4.51. The evidence for employment land in Surrey Heath was prepared prior to the Covid-19 pandemic. Consequently, the long term implications for the way in which people work, and employment floorspace needs in light of the pandemic have yet to be fully established. The evidence base will be reviewed to take account of the effects of Covid-19 on the local economy, and revised employment needs in the Borough. The Enterprise M3 LEP has undertaken an early study of the economic impacts arising from Covid-19 within its area⁸³, which has suggested that some important employment sectors present in Surrey Heath have been affected, including aerospace, advanced manufacturing and the construction industry.

⁸³ EM3 Coronavirus Intelligence: <https://enterprisem3.org.uk/sites/default/files/2020-10/Impact%20of%20Covid%20on%20EM3%20Economy%20Summer%202020%20Metro%20Dynamics.pdf>.



Policy ER1: Economic Growth and Investment

Policy ER1: Economic Growth and Investment

- 1) The growth and retention of existing businesses and inward investment into Surrey Heath will be supported by:
 - a) protecting Strategic Employment Sites as defined on the Policies Map for Employment Use⁸⁴ and enabling the regeneration/redevelopment of these sites for employment uses (Policy ER2);
 - b) protecting Locally Important Employment Sites as defined on the Policies Map for Employment Use and enabling the regeneration/redevelopment of these sites for employment (Policy ER3);
 - c) encouraging the growth of small and micro businesses by protecting employment units capable for use by a small business or industry and supporting the siting of small to medium size employment units in Strategic and Locally Important Employment sites or other appropriate locations; and
 - d) encouraging development of the rural economy in accordance with Policy ER5 (Rural Economy).
- 2) Employment uses in Class E(g) on Strategic and Locally Important Employment Sites will be controlled by condition and/or legal agreement where up to date evidence demonstrates that there is a need to protect these uses in perpetuity.
- 3) Opportunities to develop the following key employment sectors, at Strategic and Locally Important Employment sites, will be encouraged and supported:
 - a) medical technology;
 - b) specialist/advanced manufacturing (including research and development) and logistics and distribution, particularly at established industrial locations in the Borough at Yorktown and Frimley;
 - c) information technology and financial/business services.
- 4) Large scale developments⁸⁵ should deliver local skills and training initiatives, unless it can be demonstrated that this is not feasible.

4.52. Planning for economic growth will ensure the Local Plan will support the continued development of a strong local economy and can continue to provide job opportunities for residents of Surrey Heath and surrounding areas.

⁸⁴ As defined in the Glossary and comprising uses within Classes B2, B8 and E (g).

⁸⁵ This will be determined on a case by case basis unless the Council prepares any Supplementary Planning Guidance on this issue but as an indication will include developments over 50 dwellings (net) or new commercial floorspace over 1,000m² (net).



- 4.53. Forecast job growth in Surrey Heath is 4,700 net additional jobs by 2040. The Employment Technical Paper 2019⁸⁶ concludes that the existing employment land in the Borough is sufficient to meet the projected future needs. Needs will therefore be met through unimplemented planning permissions, and the development and intensification of employment land at Strategic and Locally Important Employment Sites.
- 4.54. Through the protection of Strategic and Locally Important Employment Sites, the Local Plan will help to ensure the Borough's economy can continue to grow. This will also help retain available employment land for businesses that are aligned with the Enterprise M3 Priority sectors, enabling them to remain an important economic presence within the Borough.
- 4.55. The Council will support proposals for development of the Enterprise M3 Local Enterprise Partnership (EM3 LEP) sectors⁸⁷ at Strategic and Locally Important Employment Sites. Proposals for such uses outside of the defined employment sites will also be supported provided they are appropriately located and appropriate to their surroundings in size and scale.
- 4.56. There are a number of businesses in the medical technology and pharmaceutical industries in Surrey Heath including Sandoz UK. The Research and Development sector is also well represented in the Borough, with companies such as Lantmannen Unibake, Jenoptik Traffic Solutions, and Zehnder Group. There is a well-established specialist and advanced manufacturing sector which includes companies such as STIHL, Amazon Filters, BAE Systems, SC Johnson, and Krispy Kreme. Businesses in the finance sector located in Surrey Heath include Bank of America Merrill Lynch, and Cennox.
- 4.57. Micro businesses and growing businesses are a key component of the Borough's local economy⁸⁸, driving future economic growth in Surrey Heath. It is important that these types of organisations are supported and encouraged. The Council wishes to create an environment where growing businesses can flourish, adding to the diversification of organisations within the Borough and creating new jobs for local people.

⁸⁶ Surrey Heath Employment Technical Paper 2019: -
<https://www.surreyheath.gov.uk/residents/planning/planning-policy/evidence-base>

⁸⁷ The EM3 priority sectors as set out on the Enterprise M3 Local Enterprise Partnership's website: <https://enterprisem3growthhub.co.uk/em3-sectors>; and in paragraph 2 of the introductory text to the Economy and Retail Policies Chapter of this Plan.

⁸⁸ The Nomis Business Count 2019 demonstrates that nearly 90% of businesses in Surrey Heath are micro businesses:
<https://www.nomisweb.co.uk/reports/lmp/la/1946157335/report.aspx?town=surrey%20heath>.



- 4.58. Proposals that provide appropriate accommodation for micro businesses and small growing businesses will be supported where they are located on Strategic or Locally Important Employment Sites, or other appropriate locations in the Borough. The loss of established employment floorspace providing suitable accommodation for micro and growing businesses will generally be resisted, unless it can be demonstrated that the floorspace is no longer required. This must be supported by evidence of an active and appropriate marketing exercise undertaken for a period of at least twelve months which demonstrates that the premises are not reasonably capable of supporting small scale businesses.
- 4.59. As a minimum, the evidence should include: the length of time on the market, type of lease offered and sale price or rent levels advertised. However, in compliance with Policy ER2, proposals for changes of use from Employment Uses⁸⁹ to non Employment Uses at Strategic Employment Sites will not be permitted, unless they would provide small scale complementary use(s) that are not detrimental to the function and operation of the Strategic Employment Site.
- 4.60. A key element of economic success is having a skilled local workforce and providing opportunities to improve educational attainment and training. Where feasible, developers will be required to commit to construction training (and other forms of training if appropriate) as part of their project and to make their intentions clear in their planning applications, through for example the inclusion of, or commitment to, an employment and skills plan.

⁸⁹ As defined in the Glossary and comprising uses within Classes B2, B8 and E (g).



Policy ER2: Strategic Employment Sites

- 4.61. The Borough's Strategic Employment Sites are predominantly located in the West of the Borough, in the built up areas of Camberley and Frimley. The Strategic Employment Sites in these areas are generally large to medium sized business and industrial parks with a significant number of occupiers ranging from multinational companies to small and medium enterprises, and local businesses. Such sites benefit from good access to the strategic road network as they are located close to the A331 and junction 4 of the M3. In addition, many of the sites are located within 800 metres of Camberley and Frimley stations, and Blackwater station in Hart District.

Policy ER2: Strategic Employment Sites

- 1) To contribute towards meeting the future economic growth needs of the Borough and the wider Functional Economic Area, the following sites are designated as Strategic Employment Sites as defined on the Policies Map, to be afforded the highest protection and safeguarding for Employment Uses⁹⁰:
 - a) Admiralty Park, Camberley
 - b) Albany Park, Frimley
 - c) Land at Knoll Road, Camberley Town Centre
 - d) Erl Wood, Windlesham
 - e) Former Defence Evaluation and Research Agency (DERA) Site Longcross, near Chobham
 - f) Former British Oxygen Company Site, Chobham
 - g) Mytchett Place, Mytchett
 - h) Frimley Business Park, Frimley
 - i) Lyon Way, Frimley
 - j) Watchmoor Business Park, Camberley
 - k) Yorktown Business Park, Camberley.
- 2) The redevelopment and regeneration of these sites will be supported to provide floorspace for Employment Uses⁹¹ that meets the needs of the market.
- 3) Small-scale proposals for changes of use or redevelopment to non Employment Uses will be supported where they would provide complementary use(s) that are not detrimental to the function and operation of the Strategic Employment Site.

⁹⁰ As defined in the Glossary and comprising uses within Classes B2, B8 and E (g).

⁹¹ As defined in the Glossary and comprising uses within Classes B2, B8 and E (g).



- 4.62. The Strategic Employment Sites are identified in the Employment Technical Paper Update 2019⁹². The sites are all larger than 1.5 ha, are considered to fulfil a strategic function within the Hart, Rushmoor and Surrey Heath Functional Economic Area and have the greatest alignment to the EM3 LEP priority sectors. As set out under Policy HA1, Sir William Siemens Square has not been included as a Strategic Employment Site but has been identified as a housing allocation following promotion of the site to the Council by the landowners and having regard to the need to provide for new homes in sustainable locations. Some of the Strategic Employment Sites support the Functional Economic Area's core sectors such as business services and industrial and distribution sectors.
- 4.63. There are four Strategic Employment Sites located in rural areas of the Borough, outside of settlement area boundaries: DERA, Longcross (near Chobham), Erl Wood, Windlesham, Former British Oxygen Company, Chobham and Mytchett Place, Mytchett. Development on these sites will need to meet the requirements of Countryside Policy GBC4. In addition, the sites at DERA, Erl Wood, and Former British Oxygen Company are also located within the Green Belt and development on these sites will need to satisfy the requirements of Policies GBC1 and GBC2. These sites are bespoke, meaning they are occupied by site specific employers. The sites are strategic in importance to the Borough's economy, due to their alignment with the EM3 LEP priority and niche sectors, and their size and scale.
- 4.64. The businesses and industries that have chosen to locate in Surrey Heath, and those that wish to relocate to the Borough require suitable land and premises to accommodate them. Therefore it is important that employment land is protected, especially at sites with a strategic function and employment accommodation types that businesses and industries require. The protection of such sites is also essential to meet anticipated employment needs over the plan period.
- 4.65. It may be possible to introduce small-scale non Employment class employment uses into the Strategic Employment Sites where they would provide complementary uses that would support businesses and employees. Examples of such complementary uses include cafés and sandwich bars that would cater for breakfast and lunchtime trade. The operating hours of such uses would be restricted accordingly. Such uses can support the operation and function of employment sites and improve the offer available to prospective tenants/occupiers.
- 4.66. The judgement about operation will consider whether the proposed use would affect the ability of established businesses, or potential future Employment Use occupiers, to carry out their activities without constraints. The judgement about function will consider the role that the site plays in the supply of land to meet Employment needs over the Local Plan period.

⁹² Surrey Heath Employment Technical Paper Update, 2019:
<https://www.surreyheath.gov.uk/residents/planning/planning-policy/evidence-base>.



Policy ER3: Locally Important Employment Sites

- 4.67. Locally Important Employment Sites are more evenly spread throughout the Borough than the Strategic Employment Sites. Such sites are recognised for the important role they play in servicing the local economy. They are generally smaller in size than the Strategic Employment Sites and often provide locations to support local businesses or valuable activities that may require separation or distance from other uses due to their impact on the character or amenity of the area through noise, odour, or visual detriment.

Policy ER3: Locally Important Employment Sites

- 1) To contribute towards meeting the future economic growth needs of the Borough, the following sites are designated as Locally Important Employment Sites as defined on the Policies Map, and will be given protection against loss to non Employment uses:
 - a) Bridge Road Trade and Industrial Park, Camberley
 - b) Linsford Business Centre Mytchett
 - c) Fair Oaks Airport Employment Land
 - d) SC Johnson, Frimley Green
 - e) St Georges Industrial Estate and Helix Business Park, Camberley
 - f) Tanners Yard, Bagshot
- 2) The redevelopment and regeneration of these sites will be supported to provide floorspace for Employment Uses⁹³ that meet the needs of the market.
- 3) The change of use or redevelopment of land and buildings in Employment Use to non Employment Uses within the defined Locally Important Employment Sites will only be permitted where it can be demonstrated that:
 - a) there are no strong economic reasons to retain the Employment Use;
 - b) market signals indicate that the premises / site are unlikely to come back into an Employment Use;
 - c) the proposal would generate a level of employment that is at least equivalent to the existing use; and
 - d) the proposal would not be detrimental to the function and operation of the wider site; or
 - e) the site is not appropriate for the continuation of its present use or any Employment Use due to a significant detriment to the environment or amenity of the area.

⁹³ As defined in the Glossary and comprising uses within Classes B2, B8 and E (g).



Reasoned Justification

- 4.68. The protection and retention of the Borough's Locally Important Employment Sites is crucial to maintain a supply of employment land and premises that will meet the economic needs of the Borough and wider Hart, Rushmoor and Surrey Heath Functional Economic Area (FEA). The Locally Important Employment Sites are identified in the Employment Technical Paper Update 2019⁹⁴. The sites are all larger than 0.3 ha in size.
- 4.69. The loss of land within Locally Important Employment Sites to non Employment Uses could generate additional pressure for the release of land for Employment Uses in less-acceptable locations. Policy ER3 therefore contains criteria for considering proposals for non- Employment Uses at these sites.
- 4.70. The regeneration and intensification of existing employment sites will be supported to allow businesses to expand and enable the provision of modern employment stock to replace properties that have reached, or are reaching, the end of their functional economic life. However, it is also recognised that some of the Locally Important Employment Sites offer suitable locations for businesses that do not require modern grade A accommodation, and benefit from the lower rents or leases provided by lower grade accommodation.
- 4.71. Policy ER3 identifies that market signals will be taken into account when determining applications for the change of use within a Locally Important Employment Site to a non-Employment Use. In addition, the Council requires applicants to demonstrate that there would be no strong economic reasons why the premises or site should not be lost to alternate uses.
- 4.72. An indicative list of the evidence that the Council will require to be submitted with proposals for non-Employment Uses at Locally Important Employment Sites is detailed below:

⁹⁴ Surrey Heath Employment Technical Paper Update, 2019:
<https://www.surreyheath.gov.uk/residents/planning/planning-policy/evidence-base>.



Market Signals Evidence

1. An active and appropriate marketing exercise must have been undertaken for a period of at least twelve months which demonstrates no interest from prospective buyers/tenants. This must include the following evidence, as a minimum:
 - a) the length of time on the market,
 - b) type of lease offered;
 - c) sale price or rent levels advertised;
 - d) Information should be provided on premises similar to those that are proposed to be lost which are being marketed in the local area; and
 - e) The findings of the most recent Employment Land Review or other equivalent study and annual monitoring data on employment land will also be used to determine whether there is a need for such employment premises (or sites) to meet future needs.

Demonstrating that There Are No Strong Economic Reasons

1. Whether the proposal would undermine the operation of the wider employment site by negatively impacting upon established neighbouring uses;
2. Whether the proposals would harm the businesses currently established at the site (for example, by requiring them to relocate prior to the termination of their lease when no suitable alternative accommodation is available in the local area, and it can be demonstrated that the relocation of the business would impact upon its operation and sustainability);
3. Whether the proposal would undermine the function of the employment site by affecting the supply of locally important employment land or premises available to meet employment needs over the plan period;
4. Whether the site is suitable for contributing towards meeting the needs for employment land, as identified in the most recent Employment Land Review or equivalent study, and;
5. If the site is occupied, information on the number of businesses occupying the site/premises, the remaining lease length for each of the occupiers, and evidence that suitable alternative accommodation is available in the local area.



Policy ER4: Yorktown Business Park

- 4.73. Yorktown Business Park is a large employment site located in the west of Camberley covering an area of approximately 37 hectares. Due to Yorktown's size, redevelopment opportunities, and wide range of accommodation attracting both small and medium-sized enterprises (SMEs) and larger organisations, the site has the potential and capacity to attract future economic development to Surrey Heath.

Policy ER4: Yorktown Business Park

- 1) The role of Yorktown Business Park as the Borough's largest employment site and most extensive cluster of industrial uses is recognised. Proposals for redevelopment or enhancement for Employment Uses⁹⁵, including the refurbishment of existing stock, and subdivision of larger units to provide multiple units will be supported.
- 2) Proposals including provision of a net increase in the overall amount of Employment Use floorspace will be supported.
- 3) The redevelopment of derelict or underutilised land for Employment Uses or Sui Generis uses with a strong employment element will also be supported, provided proposals would not result in a net reduction to the overall amount of Employment floorspace at the site.
- 4) Proposals will be required to support the delivery of a structured landscape setting, in line with the Yorktown Landscape Strategy Supplementary Planning Document.

- 4.74. Yorktown Business Park houses a diverse range of employment types. The site comprises industrial areas, business centres and trade parks. Although the majority of uses at the site are industrial, warehousing and storage and distribution, it also accommodates office and research and development uses. In addition, there are a number of non-traditional employment uses established at the site that fall within a Sui Generis use class, including self-storage, vehicle repairs, and trade counter businesses. Employment buildings range from workshops and manufacturing units that date from the mid-20th century to large modern warehouses. Parts of the site have been upgraded and redeveloped in recent years. Many of the more recent developments consist of warehouse units with flexible office or industrial space.

⁹⁵ As defined in the Glossary and comprising uses within Classes B2, B8 and E (g).



- 4.75. Proposals for developments in a Sui Generis use class that have a strong employment element such as those listed above will be supported where it can be demonstrated that the proposal will not result in the reduction of Employment Uses⁹⁶ at the site. This could include proposals that replace existing non Employment Uses, or proposals that are located on derelict or underutilised land such as car parks or service areas that are surplus to requirements. The redevelopment of this type of land will be beneficial to support the function and performance of Yorktown Business Park as an employment site. Such new developments will create opportunities for the regeneration of Yorktown Business Park and encourage employment growth at the site.
- 4.76. The Surrey Heath Employment Land Technical Paper (ELTP) (2019)⁹⁷ projects a slight decline in industrial and manufacturing uses over the plan period in both Surrey Heath and the wider Functional Economic Area. However, the ELTP demonstrates that growth is predicted in office businesses, with particular growth in professional, scientific and technical activities. Such businesses require high quality office premises, however the ELTP indicates there is a limited amount of this type of stock available to the market in Surrey Heath. Accordingly, whilst industrial uses at Yorktown Business Park will be supported, the further diversification of employment uses will help ensure the site continues to provide the accommodation that businesses in the Functional Economic Area require.
- 4.77. The Yorktown Landscape Strategy Supplementary Planning Document (SPD) provides a landscape framework to guide development in the Yorktown area of Camberley. The purpose of the Landscape Strategy is to improve the environment and assist the regeneration of the Yorktown area. This will be achieved through requiring specific landscaping and design principles to be implemented as part of development proposals or through the enhancement of existing sites.

⁹⁶ As defined in the Glossary and comprising uses within Classes B2, B8 and E (g).

⁹⁷ Employment Land Technical Paper 2019: -
<https://www.surreyheath.gov.uk/residents/planning/planning-policy/evidence-base>.



Policy ER5: Rural Economy

- 4.78. There are a number of businesses located within the rural areas of Surrey Heath which make a positive contribution toward the rural economy including small rural based enterprises and a number of larger employers. The Surrey Heath Economic Development Strategy 2020 identifies that the Borough has a vibrant micro economy in both the urban and rural areas. The Strategy identifies under the 'Prosperity' theme that the Council will work with partners to support both the urban and rural economy through strategic development planning and economic growth. This Policy does not apply to proposals for economic uses at Strategic or Locally Important Employment Sites that are in rural areas, which are covered by Policies ER2 and ER3 respectively.

Policy ER5: The Rural Economy

- 1) Within the countryside, including the Green Belt, development proposals for economic uses located outside of Strategic or Locally Important Employment Sites will be supported which:
 - a) enable the continuing sustainability or expansion of an existing business or enterprise;
 - b) are compatible with any existing agricultural or farm operation;
 - c) are consistent with Policies GBC1, GBC2 and GBC4, as relevant, and provide for a scale and use which does not conflict with wider countryside and Green Belt objectives;
 - d) do not have an unacceptable adverse impact on local amenity;
 - e) accommodate incidental uses such as car parking and storage such that the visual impact is minimised;
 - f) are to be accommodated within a building which is of permanent construction, structurally sound and capable of conversion without major alterations, adaptations or reconstruction for the use proposed.
- 2) Where it is demonstrated that the proposed use cannot be accommodated within an existing building, proposals for replacement or new buildings for farm diversification or economic purposes will be supported where they meet above criteria a) to e) and:
 - a) the proposal is justified by a business case providing evidence of need for the scale of the development proposed and demonstrating that the business is viable;
 - b) any building to be replaced is of a permanent construction;
 - c) priority is given to siting the replacement building on previously developed land.



3) Within settlements in the rural areas⁹⁸ development for economic uses will be supported which are of a use and character appropriate to the proposed site and to the scale of the settlement and which do not have an unacceptable adverse impact on local communities particularly in terms of traffic, noise, lighting and visual impact.

- 4.79. The National Planning Policy Framework (NPPF) emphasises that planning policies should support sustainable economic growth in rural areas by taking a positive approach to new development. Local Plans should promote a prosperous rural economy by supporting the sustainable growth and expansion of all types of business and enterprise in rural areas.
- 4.80. Within the rural areas in Surrey Heath there are a range of economic uses. The rural economy has an important role to play in the overall economic prosperity of the Borough and contributes to economic diversification broadening the overall mix of employment uses.
- 4.81. The need for new jobs, and support for existing businesses is not limited to the urban areas and Strategic and Locally Important Employment Sites. There are existing rural businesses which may need to expand or re-locate which are vital to local employment provision and local services in rural areas. This includes farm diversification schemes.
- 4.82. Diversification of an agricultural use can help to sustain agricultural uses, increase household income and provide job opportunities.
- 4.83. The re-use and adaptation of non- residential buildings in countryside and Green Belt locations can have a positive role to play in maintaining stewardship of rural areas and in providing opportunities for bringing redundant buildings into productive economic use, especially where these lie within the rural fringe.
- 4.84. As such the Borough Council will support the rural economy, through positive support for appropriate farm diversification schemes and the re-use or adaptation of existing buildings or where appropriate, replacement buildings for economic purposes. Diversification or economic development could include allowing re-use or replacement buildings for small scale employment opportunities in traditional skills or crafts, farm based food packaging, small scale offices, small scale light industrial or low impact storage as well as for community and public uses.

⁹⁸ As defined in the Surrey Heath Local Area Profiles section of this Plan.



- 4.85. Whilst recognising the value of supporting appropriate economic development in rural areas, the Council is mindful of the need to ensure that development does not impact upon the purposes of the Green Belt or the character or function of the countryside, as well as the need to consider other issues such as the impact on highways dealt with by other Policies in the Plan. Proposals for economic development that would require extended, new or replacement buildings in the countryside or Green Belt will need to be accompanied by a Business Plan providing justification for the proposed development including for example, justification for the size of the premises required, evidence of viability and the availability of buildings for conversion.
- 4.86. Within settlements in the rural areas a more flexible approach will be taken having regard to other Policies in this Plan and to the need for any proposed economic use to be appropriate in terms of scale and siting having regard to the proposed location, the scale of the settlement and to the impact on issues including highways, local amenity and design.

Policy ER6: Frimley Park Hospital

- 4.87. Frimley Park Hospital is part of Frimley Health NHS Foundation Trust. The hospital is located in Frimley and provides elective (planned) and non-elective (emergency) surgery to people living in North Hampshire, West Surrey and East Berkshire.
- 4.88. The site is important to the Borough as both an employer and in providing healthcare to residents. Improvements to ensure continued high quality healthcare will be supported. However, the site lies within close proximity to residential properties which experience traffic and parking pressures arising from the use of the Hospital. Local congestion also impacts upon local businesses.

Policy ER6 Frimley Park Hospital

- 1) Development proposals for the retention and improvement of healthcare facilities at Frimley Park Hospital will be supported provided that:
 - a) the proposals form part of a comprehensive development strategy or business plan that ensures that the continued development of the hospital is properly coordinated;
 - b) where appropriate it is accompanied by a transport strategy to include:
 - i. a parking strategy;
 - ii. provision for an increase in the proportion of staff, patients and visitors who can access the hospital by public transport, cycling and walking; and
 - iii. the mitigation of any adverse impacts of traffic and car parking on the highway network and surrounding community;



- c) there will be no significant detrimental impact on residential properties within the site or surrounding residential properties;
- d) there is no detrimental impact to protected trees;
- e) the proposals deliver a biodiversity net gain in line with Policy E3;
- f) the proposal incorporates climate change mitigation measures, including on-site renewable energy generation, consideration for low carbon heating and making best use of existing combined heat and power (CHP) networks;
- g) the proposal incorporates climate change adaptation measures, including reducing the risk of seasonal overheating through appropriate design.

- 4.89. Frimley Health NHS Foundation Trust operates across three main hospitals - Frimley Park in Frimley near Camberley, Heatherwood in Ascot and Wexham Park near Slough. The trust also runs outpatient clinics and diagnostic services from Aldershot, Farnham, Fleet, Windsor, Maidenhead, Bracknell and Chalfont St Peter to bring these services closer to local communities.
- 4.90. Frimley Park Hospital provides acute services to a population of 400,000 people across north-east Hampshire, west Surrey and east Berkshire. It serves a wider population for some specialist care including emergency vascular and heart attacks. Frimley Park also hosts the Defence Medical Group South East with military surgical, medical and nursing personnel working alongside the hospital's NHS staff providing care to patients in all specialities.
- 4.91. The Hospital is the Borough's largest employer, employing over 5,500 staff and providing a comprehensive range of services. In 2019 planning permission was granted for a new £30m diagnostics and inpatient building and associated internal road alterations. This will also provide additional bedspaces which will help to relieve bedspace occupancy which is currently higher than the national target.
- 4.92. Residential properties abound the wider hospital site to the north east (High Beeches and Denton Way) and west (Gilbert Road). The Grove, a grassed and treed open space that is common land lies to the south. Frimley Park Mansion, a Grade II Listed Building which provides a training facility and grounds, occupied by the Ministry of Defence is located to the south west, and sits within Frimley Park, a Registered Park and Garden which is also Grade II Listed. The M3 adjoins the hospital site to the north. A number of trees within the hospital site are subject to Tree Preservation Orders.
- 4.93. It will be important that any significant new proposals form part of a wider comprehensive masterplan to ensure that the Trust is making the most efficient use of space.



- 4.94. One of the main issues affecting the site is local congestion and parking impacts. Parking capacity on the site is limited and this has put pressure on parking in surrounding residential streets although much of this is now controlled through residents parking schemes. Congestion on local roads particularly at the Hospital roundabout and Toshiba roundabout is also having an impact on the attractiveness of Frimley as a place to locate for existing and new businesses. The Council will continue to work with Surrey County Council as the highway authority to seek measures to help reduce congestion on the surrounding road network.
- 4.95. Proposals will therefore be expected to be supported by detailed evidence of the impacts on the highway and parking demand on the site and how these will be mitigated. Measures to increase trips by active and sustainable modes of travel should be included, including through a Travel Plan. Proposals should also have regard to the Surrey Heath Walking and Cycling Infrastructure Plan, produced by Surrey County Council.
- 4.96. Development proposals for the site should incorporate climate change mitigation and adaptation measures in accordance with policies included in the Plan as well as delivering biodiversity and environmental net gains. Frimley Park Hospital and surrounding areas represent an area of great potential for low carbon heat networks, as identified in the Surrey Heath Climate Change Study⁹⁹, with the Hospital representing a major source of heat demand.

⁹⁹ Available online at :

www.surreyheath.gov.uk/sites/default/files/Surrey%20Heath%20Local%20Plan%20-%20Climate%20Change%20Study.pdf .



Policy ER7: Edge of Centre and Out of Centre Proposals

- 4.97. Edge of centre and out of centre retail and leisure proposals can play a role in providing a range of facilities within the Borough. However, such proposals can also impact on the vitality and viability of Surrey Heath's established retail centres if they are not managed effectively. This policy provides guidance on how the Council will assess proposals for main town centre uses outside of Designated Centres.

Policy ER7: Edge of Centre and Out of Centre Proposals

Sequential Test

- 1) Main Town Centre Uses should be directed to Designated Centres in line with the sequential approach set out in the National Planning Policy Framework. Designated Centres include Camberley Town Centre and the Borough's District and Local Centres. Proposals for retail or other main town centre uses which are outside a Designated Centre and which are not on sites allocated for such uses will be subject to the sequential test.
- 2) If it can be demonstrated through the sequential test that there are no suitable sites available on edge of centre locations, sites will be given preference that are well connected to centres, are accessible by a range of sustainable transport options, including public transport, cycle, on foot and by people with disabilities.

Impact Assessment

- 3) Proposals for retail and leisure development over 280 sqm (gross) which are not within a Designated Centre and which are not on sites that are allocated for such uses must be accompanied by an impact assessment and will only be permitted if it is demonstrated that it will not cause a significant adverse impact on existing centres.

- 4.98. The NPPF sets two separate tests for certain proposals outside of Designated Centres. For proposals involving all main town centre uses there is the sequential test. For proposals involving retail and leisure uses there is the impact test.



Sequential Test

- 4.99. The NPPF requires main town centre uses to be located in Designated Centres, then in an edge of centre location and only if suitable sites are not available should an out of centre site be considered. The sequential test should be applied to applications for all retail or other main town centre uses that are located outside of Surrey Heath's Designated Centres and that are not located on other sites allocated for such uses. The sequential test need not be applied to proposals for retail or main town centre uses located on sites within Designated Neighbourhood Parades, as it is considered such uses are appropriate within these designated areas.
- 4.100. The sequential test should look Borough wide and will be applied to development proposals for retail and other main town centre uses, in order of locational preference:
1. Sites located within Camberley Town Centre, District and Local Centres or other designations allocated for such uses;
 2. Sites located within edge of centre locations, as defined in Annex 2 of the NPPF;
 3. Other sites that are accessible by a range of sustainable transport options, including public transport, cycle, on foot, and by people with disabilities.

Impact Assessment

- 4.101. Applications for retail and leisure proposals that are outside a Designated Centre and are not on sites that are allocated for such uses must be accompanied by an impact assessment where they exceed 280 sqm gross as set out in this policy.
- 4.102. Surrey Heath's designated centres should continue to be active, viable and sustainable places providing a range of services for the catchments and communities they serve. The requirement for impact assessments will help to protect the trading performance, and overall vitality and viability of the Borough's designated centres from adverse impacts of new retail and leisure developments in less suitable locations.
- 4.103. The Surrey Heath Town Centre Uses and Future Directions Study (2021) sets out that retail and leisure developments lower than the NPPF size threshold of 2,500 sq. m. gross floorspace are likely to have impacts upon Designated Centres in the Borough. Additionally, developments below 2,500 sq. m. gross floorspace may impact cumulatively upon the Borough's Centres.
- 4.104. From the evidence in the Town Centre Uses Study, floorspace thresholds have been identified for retail and leisure development proposals that are outside of Designated Centres and are not on sites that are allocated for such uses. This has indicated that all applications for retail and leisure proposals in the Borough above a threshold of 280 sq. m. gross floorspace should provide an impact assessment.



- 4.105. Where impact assessments are required, they should include an assessment of:
 1. the impact of the proposal on existing, committed and planned public and private investment in Camberley Town Centre and any District or Local Centres; and
 2. the impact of the proposal on the vitality and viability of Camberley Town Centre and any District or Local Centres as specified in this policy, including consumer choice and trade.
- 4.106. Where an impact assessment requires review by an independent specialist as part of a planning application process, this will be paid for by the applicant.

Policy ER8: District and Local Centres

- 4.107. The Borough's District Centres are the second tier of the centres hierarchy. They are smaller in terms of their size, catchment, and range of uses than Camberley Town Centre, but provide a quantity of retail units and variety of uses that would attract a wider catchment than the Local Centres and Neighbourhood Parades.
- 4.108. District Centres provide a range of retail, community and leisure uses, and other services including cafés, restaurants, pubs, takeaways, pharmacies, banks and estate agents. They are important centres in the Borough that help promote sustainable patterns of use due to their location within populated settlement areas, and accessibility via public transport including both the bus and rail networks. The broad range of services and facilities available at District Centres is part of their attraction as a place to visit.
- 4.109. Local Centres are the third tier in the centres hierarchy. Many of the Local Centres in the Borough are the main centre within their local settlement area and therefore provide a focal point for local communities. Local Centres contain a smaller range of uses than District Centres, but still provide a choice of retail uses and important services that serve their local populations and can be accessed by public transport via the bus network.

POLICY ER8: District and Local Centres

- 1) The boundaries of the following designated District and Local Centres are shown on the Policies Map along with the Primary Shopping Areas. For Local Centres, the boundary of the Primary Shopping Area is the same as the boundary of the Local Centre.
- 2) The District Centres are:
 - a) Bagshot
 - b) Frimley
- 3) The Local Centres are:



- a) Chobham
 - b) Frimley Green
 - c) Lightwater
 - d) Watchetts
 - e) Windlesham.
- 4) Within District and Local Centres, proposals for retail uses (Class E(a) and F2(a)) will be permitted provided they are in proportion to the scale and function of the centre.
 - 5) Proposals for other Main Town Centre uses (as defined in the Local Plan Glossary¹⁰⁰) will be permitted provided they satisfy all of the following criteria:
 - a) They are appropriate to the Centre in scale and function;
 - b) They maintain or enhance the Centre's vitality and viability;
 - c) They provide an active frontage, if at ground floor level, such as a shop front or window display, which is in keeping with the character of the Centre;
 - d) They would not result in loss of amenity in terms of noise, fumes, vibrations, odour, or disturbance.
 - 6) The loss of Main Town Centre uses at ground floor to other uses, including the loss of retail units within Class F2(a), will only be permitted where it can be demonstrated that the existing use is no longer viable. Such proposals must meet the above criteria and must also be supported by evidence that demonstrates active and appropriate marketing for a period of at least 12 months.
 - 7) Residential development and B2 and B8 uses at ground floor level will not be permitted in District and Local Centres.
 - 8) Residential development in a C3 or C4 use class at first floor level or above will be supported within District and Local Centres. Uses above ground floor level should have a safe and convenient access and must not inhibit the functioning of the ground floor use.

¹⁰⁰ Main Town Centre Uses: The uses that should normally be found within defined town centres, including uses within Class E, Class F1, F2 and certain sui generis uses i.e. retail development, leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); offices and employment uses appropriate to a town centre location; schools and colleges; places of worship; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).



- 4.110. District and Local Centres should be protected and enhanced. The Centres play an important role in the sustainability of the Borough, providing locations which people can reach by walking, cycling or public transport.
- 4.111. With an increase in people working at home due to Covid-19, access to local facilities found in the District and Local Centres, and the Neighbourhood parades has become even more important to provide day to day facilities for local residents.
- 4.112. The challenges faced by local businesses including those in District and Local Centres has been recognised by the Government through a number of measures including amendments to the Use Classes Order which came into effect on 1st September 2020. This created a new Use Class E which combines a range of town centre uses including shops, financial and professional services, cafes and restaurants, gyms, health centres and offices. As changes of use between these uses may not now require planning permission there are likely to be a more limited number of change of use proposals which can be considered by the Council. Through the Use Classes Order amendments the Government has also recognised the role of small retail units selling essential goods through the creation of Use Class F2(a).
- 4.113. Policy ER8 is supported by the Retail Site Survey Background Paper 2021, which assesses the uses and vacancy rates in designated centres in the Borough and takes into account the revisions made to the Use Classes Order in 2020. The Paper demonstrates that at the time of the survey Surrey Heath's District and Local Centres were generally performing well, despite the impact of Covid-19 with the highest frequency of uses in 'shop' use (Class E(a)) and low vacancy rates. The recommendations in the Background Paper have also been used to inform the proposed District and Local Centre boundaries and Primary Shopping Area designations.
- 4.114. As a result of the most recent Retail Survey two changes have been made to the shopping centre hierarchy. Watchetts Centre is situated in the west of Camberley on Frimley Road. It was previously a designated Neighbourhood Parade but due to its size and a wider range of retail and community uses than could be expected from a Neighbourhood Parade, it is now designated as a Local Centre.
- 4.115. Deepcut Centre lies along Deepcut Bridge Road and was previously identified as a Local Centre. However, the latest Retail Survey showed a limited number of units compared to other local centres and no active retail units. It is therefore now designated as a Neighbourhood Parade under Policy ER9.



- 4.116. For proposals at ground floor level that are not for an E(a) (retail) use, the proposal should be for an alternative Main Town Centre use, and applicants should provide evidence with their application to show that the development would contribute to the vitality and viability of the centre and would maintain an active frontage. This is in order to maintain a healthy balance of retail and other uses within centres, also recognising that there should be flexibility in order to take account of market conditions and to maintain healthy centres.
- 4.117. The loss of Class E(a) or Main Town Centre uses at ground floor level to other uses can be harmful to the vitality and viability of District and Local Centres. However, it is recognised that where units have been vacant for a sustained period of time, it would be better for the overall health of the Centre to bring them back into use. Evidence of active and appropriate marketing for a period of no less than 12 months must be submitted for such proposals which demonstrates that the premises are not reasonably capable of being used or redeveloped for an E (a) class or Main Town Centre use. As a minimum, the evidence should include: the length of time on the market, type of lease offered and sale price or rent levels advertised.
- 4.118. Proposals for Main Town Centre uses in close proximity of the defined District and Local Centres will be tested against the criteria in Policy ER7 (Edge of Centre and out of Centre Proposals).
- 4.119. All proposals within designated Centres must have regard to the requirements set out in Policy DHI - Design Principles, in relation to the character and amenity of the surrounding area. This includes consideration of the cumulative effect of the development proposal with existing uses.



Policy ER9: Neighbourhood Parades

- 4.120. The Borough's Neighbourhood Parades consist of a row or collection of units including retail uses and in some cases a limited range of other community facilities. The offering of retail uses and services at Neighbourhood Parades is generally more limited than the range found at the Borough's District and Local Centres. In accordance with national planning policy, Neighbourhood Parades do not incorporate a Primary Shopping Area. However, they are valuable in providing for the everyday needs of the communities they serve, and should therefore be protected and enhanced.
- 4.121. A number of the Borough's Neighbourhood Parades act as the centre for smaller settlements in Surrey Heath. The remainder of Neighbourhood Parades are located within communities that form part of wider settlement areas in the Borough, providing a small retail and service hub for surrounding residents. Careful consideration must therefore be given to any related development proposal that may affect the provision of uses and facilities at Neighbourhood Parades.

Policy ER9: Neighbourhood Parades

- 1) The boundaries of the following designated Neighbourhood Parades are shown on the Policies Map:
 - a) Beaumaris Parade, Frimley Green
 - b) Bisley (Guildford Road)
 - c) Chertsey Road Parade, Chobham
 - d) Deepcut
 - e) Farm Road Parade, Frimley
 - f) Frimley Road and London Road Parades, Camberley
 - g) Heather Ridge Arcade, Heatherside
 - h) Mytchett (Mytchett Road)
 - i) Dean Parade, Old Dean¹⁰¹
 - j) The Parade, Gosden Road, West End.
- 2) Within Neighbourhood Parades, development proposals will be permitted provided they satisfy all of the following criteria:
 - a) They are appropriate to the Neighbourhood Parade in scale and function;
 - b) They maintain or enhance the Neighbourhood Parade's vitality and viability;

¹⁰¹ Dean Parade, Old Dean, Camberley will also be subject to the requirements of Policy ER10 – Old Dean.



- c) They would not undermine the retail and service function of the Neighbourhood Parade;
 - d) They would not result in loss of amenity in terms of noise, fumes, vibrations, odour, or disturbance;
 - e) They would provide an active frontage, if at ground floor level, such as a shop front or window display, which is in keeping with the character of the Neighbourhood Parade;
 - f) They would contribute to the provision of a range of retail, service and community uses, if at ground floor level, which provide for the day-to-day needs of local people.
- 3) Residential development and B2 and B8 uses at ground floor level will not be permitted in Neighbourhood Parades.
 - 4) Residential development in a C3 or C4 use class at first floor level or above will be supported within Neighbourhood Parades. Uses above ground floor level should have a safe and convenient access and must not inhibit the functioning of the ground floor use.

- 4.122. Neighbourhood Parades are particularly valuable in providing for the everyday needs of their surrounding communities. They form a network of community hubs that play an important role in the sustainability of the Borough, providing shops and facilities people can reach by cycle or on foot, rather than by car. Some of the Borough's Neighbourhood Parades are also accessible by public transport via the bus network.
- 4.123. Policy ER9 is supported by the Retail Site Survey Background Paper 2021, which assessed designated Centres and Neighbourhood Parades in the Borough, proportions of use by classifications within the designated areas, and vacancy rates. The Retail Site Survey Background Paper demonstrated that Surrey Heath's Neighbourhood Parades were generally performing well, with low vacancy rates overall.
- 4.124. Greater flexibility is afforded for ground floor development proposals in Neighbourhood Parades, to reflect the importance of providing a mix of uses within such designated areas, including retail, service and community uses. Such flexibility is also necessary in order to take account of market conditions and to maintain vitality and viability of Neighbourhood Parades.
- 4.125. All proposals within Neighbourhood Parades must have regard to the requirements set out in Policy DHI – Design Principles, in relation to the character and amenity of the surrounding area. This includes consideration of the cumulative effect of the proposed use with existing uses.



Policy ER10: Old Dean

- 4.126. The area around and including the Old Dean local shopping parade would benefit from regeneration and improvement to upgrade existing facilities and to support wider social and economic initiatives in the area. However, the potential for redevelopment is restricted due to location being within 400m of the Thames Basin Heaths Special Protection Area, which makes the principle and viability of development more challenging.

Policy ER10 Old Dean

- 1) A partnership approach will be taken towards continued neighbourhood improvement in Old Dean.
- 2) Development proposals will be supported which:
 - a) are consistent with Policy EI Thames Basin Heaths SPA;
 - b) support the vitality and viability of the local centre;
 - c) provide for a regenerated local centre;
 - d) provide improvements to housing choice and quality;
 - e) increase accessibility and opportunities for walking and cycling;
 - f) provide enhanced community, healthcare and education facilities including through partnership working with providers and the delivery of appropriate infrastructure from new development;
 - g) deliver environmental improvements to improve public realm and provides opportunities for greening the environment;
 - h) contribute to community safety.

Reasoned Justification

- 4.127. Old Dean Ward lies north east of Camberley town centre. The 2019 Indices of Multiple Deprivation shows that within Old Dean there are areas that have greater than average levels of deprivation when compared across Surrey Heath as a whole or in England.
- 4.128. The Council, in partnership with other organisations has established a Poverty Working Group and developed an Action Plan to address inequalities in areas of the Borough with greatest deprivation setting out clear improvement measures. A number of improvements, including a new play area, have already been provided within Old Dean.
- 4.129. The Old Dean local centre was built in the 1960s and could do with significant refurbishment or redevelopment. Areas of local housing association garaging are no longer fit for purpose and there would be benefit in being able to provide improvements to housing mix and quality. Changes of use within the local centre that support the vitality and viability of the centre will be considered in relation to Policy ER8.



5. Section 5: Infrastructure

- 5.1. New development in the Borough will have an impact on local roads, school capacity, health facilities, open spaces, utilities and many other forms of infrastructure. These are all crucial to the wellbeing of local residents and to the local economy. To mitigate the impacts of new development and create sustainable developments and communities, new and improved infrastructure may be required.
- 5.2. There are three main elements of infrastructure namely, physical, social and green infrastructure:
1. **Physical** infrastructure includes transport, waste and recycling facilities, water supply and wastewater, electricity and gas networks.
 2. **Social** infrastructure includes education and community facilities, affordable housing, healthcare, emergency services and libraries.
 3. **Green** infrastructure includes parks, playing fields and other open spaces, woodlands, allotments, hedgerows and water features such as lakes and rivers (sometimes also referred to as 'blue infrastructure').
- 5.3. Specific policies elsewhere in this Plan deal with some of these forms of infrastructure in more detail.

Policy IN1: Infrastructure Delivery

Policy IN1: Infrastructure Delivery

- 1) Development will be permitted if it can be demonstrated that there is, or will be, sufficient infrastructure capacity to support and meet the requirements arising from new development.
- 2) Where additional infrastructure capacity is required this will be secured either through direct provision or financial contributions (Community Infrastructure Levy (CIL) and/or S106).
- 3) Development will be permitted provided that:
 - a) reasonable on-site provision, off-site contribution or financial contributions to ensure sufficient capacity is provided towards infrastructure including, but not limited to:
 - i. site specific infrastructure requirements including those set out in Allocations policies in this Plan;
 - ii. community infrastructure including, but not limited to education, healthcare, libraries, community facilities;
 - iii. access to the development, pedestrian, cycling and highway safety



- improvements necessary to mitigate any impacts on the wider highway network;
- iv. flood risk measures;
- v. the delivery and ongoing maintenance of formal and informal open space;
- vi. the delivery of agreed mitigation measures with regards to the Thames Basin Heaths Special Protection Area.
- b) Infrastructure phasing is agreed with the Council in partnership with relevant partners and ensures that infrastructure is operational prior to, or alongside the development it will serve; and
- c) Infrastructure is designed and located to be accessible to all; and
- d) It can be demonstrated that all opportunities for dual use have been explored and maximised; and
- e) Engagement with utilities and service providers including Surrey County Council have taken place, as appropriate to the development; and
- f) There is no loss or reduction in capacity of existing infrastructure unless:
 - i. the loss of a Community Facility is compliant with Policy IN3; or
 - ii. for other infrastructure, replacement services or facilities are provided on-site or within the vicinity, which meet the needs of the local population; or
 - iii. necessary services can be delivered from other facilities without leading to, or increasing any shortfall in local provision; or
 - iv. it has been clearly demonstrated that there is no need for the facility.
- 4) Viability will only be considered a constraint in exceptional circumstances.
- 5) To demonstrate viability constraints to the Council's satisfaction proposals should be supported by an independent viability assessment on terms agreed by the local planning authority and funded by the developer/applicant. If there are significant additional costs not anticipated through the Local Plan Viability Assessment, these should be clearly set out within the viability assessment.
- 6) Developers will be expected to pay towards the Council's costs of monitoring the implementation and payment of planning contributions.

Reasoned Justification

- 5.4. National planning policy and guidance sets out that planning policies should be informed by evidence of infrastructure needs and make sufficient provision for infrastructure and set out the contributions expected from development.



- 5.5. The Draft Surrey Heath Infrastructure Delivery Plan (2022) sets out the social, environmental and economic infrastructure that will be required to support the development and growth set out in the Local Plan. The Infrastructure Delivery Plan is a 'living document' which will be updated over time.

Funding mechanisms

- 5.6. Where existing infrastructure is considered insufficient to accommodate new development, the Council will seek contributions or measures either by the provision of on-site facilities and/or a contribution towards enhancement of off-site facilities including strategic infrastructure. Where on-site provision or financial contributions are made, arrangements for the on-going maintenance of facilities will be required.
- 5.7. There are a number of mechanisms by which the Council can seek the provision or funding of infrastructure alongside new development. Provision will be secured through planning obligations (S106) and/or the Community Infrastructure Levy as relevant. Such contributions may be pooled, in order to allow necessary infrastructure to be secured in a fair and equitable way insofar as is compliant with relevant legislation. Where planning obligations are sought these will be consistent with the following legal tests:
1. Necessary to make the development acceptable in planning terms;
 2. Directly related to the development;
 3. Fairly and reasonably related in scale and kind to the development.
- 5.8. The Council adopted a CIL Charging Schedule and an Infrastructure Delivery SPD in 2014. These set out how infrastructure delivery from CIL contributions and from S106 planning obligations will be used together to secure the delivery of infrastructure. In September 2019 the Government made some significant amendments to the CIL Regulations which means that previous restrictions on pooling S106 contributions no longer exists. The Council will review the need to update CIL and the SPD in the light of the emerging Local Plan and revised CIL Regulations.
- 5.9. At the time of preparing this Draft Plan the Government has set out the intention to introduce a new Infrastructure Levy to replace CIL and S106. Once further details of the new Levy are published these will be reflected in the next version of the emerging Local Plan.
- 5.10. The Council is required to produce an Infrastructure Funding Statement that sets out what CIL and S106 monies have been received and how they have been spent. It also looks forward for two years and sets out anticipated income and how this will be spent. The most recent Surrey Heath Infrastructure Funding Statement was produced in December 2021.



Infrastructure Contributions

- 5.11. Applicants should engage with relevant service providers at an early stage in the planning process. Where new development creates a need for additional infrastructure a programme of phasing and delivery must be agreed with relevant partners before development begins. Measures may be put in place through S106 agreements or other mechanisms to ensure that development does not proceed in advance of appropriate and necessary infrastructure.
- 5.12. Policy INFI sets out an indication of the types of infrastructure where contributions or provision may be expected from development. The infrastructure required in relation to site specific allocations is set out in policies HA1 – HA4 of this Plan. Contributions may be sought towards various stages of infrastructure delivery including:
1. Initial costs e.g. design and development work; and/or
 2. Capital costs; and/or
 3. Ongoing revenue such as the management and maintenance of services and facilities.
- 5.13. National guidance on delivering education provision was published in April 2019¹⁰². The Borough Council will work closely with Surrey County Council to ensure that the need for further education provision is delivered in line with this guidance.
- 5.14. The contributions expected from development are currently set out in the CIL Charging Schedule and SPD. Over the life of the Plan the costs of delivering infrastructure are likely to change and therefore specific costs whether through CIL or planning obligations will continue to be set out on the Council's website and/or in Supplementary Planning Guidance.

Viability

- 5.15. Infrastructure and viability considerations will be assessed through the preparation of a Local Plan Viability Study that will be prepared to support the next stage of the Local Plan. In line with national guidance, planning applications that comply with adopted Local Plan policies will be assumed to be viable.
- 5.16. The Council will therefore only consider the viability of development proposals at the planning applications stage in exceptional circumstances, for example where:
1. required planning obligations are in addition to those considered as part of the Local Plan's viability appraisal; or

¹⁰² Available online at: www.gov.uk/government/publications/delivering-schools-to-support-housing-growth.



2. where there are exceptional site specific viability issues not considered as part of the Local Plan's viability appraisal.
- 5.17. It will therefore be for the applicant to demonstrate that there has been a change in circumstances since the Local Plan Viability Assessment. In these cases, applicants should provide viability evidence through an 'open book' approach to allow for the proper review of evidence submitted and for reasons of transparency. In such cases the Council will commission an independent review of the viability study, for which the applicant will bear the cost. The Council will then be able to balance the benefits of the proposals against any harm arising from not securing the full planning obligation requirements. Viability assessments must be presented clearly including stating what assumptions have been made. The assessment should be in line with national guidance.
- 5.18. Where the Council approves a development where it has been demonstrated that it is not viable to provide the full planning obligation requirements, the Council may include a review mechanism within the S106 to ensure that additional contributions are secured should viability improve over time.

Policy IN2: Transportation

- 5.19. New development often brings with it pressure on the existing highway network and the need for new transport infrastructure. The Council will seek to ensure that wherever possible, opportunities for sustainable means of travel are provided, including through improved walking and cycling routes.
- 5.20. The Council will work closely with Surrey County Council as the Local Highway Authority in the consideration of impacts on the highway network, on the evidence required to support development proposals, on delivering vehicle and cycle parking provision, and in determining opportunities for more sustainable travel. A Transport Assessment is currently being undertaken to assess the impacts of the Spatial Strategy on the highway network and potential mitigation measures that may be needed. This will inform the next stage of the Local Plan.

Policy IN2: Transportation

- 1) New development will be required to provide and/or fund the provision of suitable access and transport infrastructure and services that are necessary to make it acceptable, including the mitigation of otherwise unacceptable impacts on highway safety and/or any severe residual cumulative impacts on the road network. This mitigation will:



- a) maintain the safe operation and the performance of the Local Road Networks and the Strategic Road Network to the satisfaction of the relevant highway authorities; and
 - b) address otherwise adverse material impacts on communities and the environment including impacts on amenity and health, noise pollution and air pollution.
- 2) New development will be supported which:
- a) is located where travel can be minimised and the use of sustainable transport modes is maximised;
 - b) seeks to improve transport capacity and opportunities for travel by rail or bus transport;
 - c) provides safe, convenient access both within the development and to adjoining areas for all potential users including those with disabilities, giving priority to walking and cycling routes over vehicular traffic and maximising catchment areas for bus or other public transport services;
 - d) provides appropriate vehicular and cycle parking in accordance with the Councils-most recently adopted standards unless the provision of a car club, or car free development is agreed;
 - e) provides Electric Vehicle Charging points in accordance with the Councils adopted standards;
 - f) incorporates the flexibility for embracing technological advances in transport, such as intelligent vehicle charging, wayfinding for parking spaces, car sharing schemes, and car park management.
- 3) New development that generates significant amounts of movement will:
- a) provide sufficient information such that the transport impact can be assessed through a Transport Statement or Transport Assessment in accordance with the thresholds set out in the Local Planning Authority's Local Validation List, and advice from Surrey County Council;
 - b) require a Travel Plan which will be proportionate to the size of the new development.

Reasoned Justification

- 5.21. National Planning Policy sets out that policies should make sufficient provision for infrastructure including transport. Policies should ensure that the potential impacts of development on transport networks are addressed, realise the opportunities from existing or proposed transport infrastructure and provide for high quality walking and cycling networks. Policies should promote sustainable travel, providing people with a real choice about how they travel, with local authorities working collaboratively and with transport providers on the infrastructure required to support sustainable development.



The Surrey Local Transport Plan (STP)

- 5.22. Surrey County Council's third Local Transport Plan covers the period from April 2011 to March 2026 and sets out the strategy to help people to meet their transport and travel needs effectively, reliably, safely and sustainably within Surrey, in order to promote economic vibrancy, protect and enhance the environment, improve the quality of life, and reduce carbon emissions. It sets out strategies that are incorporated into Local Plan Transport Policy covering effective, reliable, safe, and sustainable transportation.
- 5.23. Surrey County Council is producing an updated Local Transport Plan called LTP4 which includes plans to reduce the 46% of carbon emissions currently generated by transport. The LTP4 was consulted on between July and October 2021 and will supersede LTP3 following its adoption in 2022. The Proposals to 2030 and beyond include: increasing safer and improved walking and cycling routes to encourage people out of their cars; providing more charging points and parking for electric vehicles; more bus services; charging for transport use and introducing car clubs; as well as improving internet connections and redesigning neighbourhoods that enable easier access to local services, reducing the need to travel by car. The LTP4 sets out an ambitious roadmap for a transport network in Surrey that meets the needs of the future. Crucially this includes proposals to help tackle the climate emergency and become a carbon free county by 2050.

Surrey Transport Plan: Congestion Strategy (2014)

- 5.24. The Congestion Strategy, one of the strategies of the STP, sets out the overall approach to tackling congestion. The aim of the strategy is to improve the reliability of journeys, reduce delays at congestion hotspots and improve the provision of journey planning information for travel in Surrey.

Surrey Heath Local Transport Strategy

- 5.25. Surrey County Council is the lead authority on delivering and maintaining transport infrastructure in Surrey Heath. This infrastructure includes roads, public transport, cycle ways and footpaths. The County Council produced a Local Transport Strategy for Surrey Heath (2015), as part of the wider Surrey Transport Plan.
- 5.26. The Surrey Heath Infrastructure Needs Assessment 2017, identifies some of the current issues with regards to transport infrastructure. For the highway network, this identifies areas of congestion and for rail, it identifies that due to the lack of direct services to London Waterloo, patronage is low.



- 5.27. Bus services are concentrated in the West of the Borough around Camberley and Frimley with limited services provided in the East of the Borough. The public rights of way network between settlements is largely used for leisure uses and the Needs Assessment identifies that in the urban areas, improvements could be made to better connect cycle routes and increase dedicated provision. Improving cycle routes is also an issue in rural areas.
- 5.28. In 2017 works to upgrade the M3 between junction 4a for Farnborough and Junction 2 for the M25 were completed adding an extra lane in both directions. A range of improvement measures within and around Camberley town centre including to the Meadows Gyratory have improved congestion and bus and cycle access to Camberley and public realm improvements carried out in Camberley town centre have improved the environment for users. The Surrey Heath Forward Programme (2018)¹⁰³ identifies a programme of transport infrastructure improvements. This has informed the Surrey Heath Infrastructure Delivery Plan (IDP), which as a 'live' document will be updated as necessary. The Council has also commissioned a Transport Assessment to inform the next stage of the Local Plan and the IDP.
- 5.29. The Council's adopted Infrastructure Delivery SPD (2014) sets out the approach to funding and securing infrastructure. The Council and Surrey County Council have been successful in securing matched funding for major schemes from Enterprise M3 Local Enterprise Partnership. Successful examples of the Council enabling infrastructure improvement funding through joint working include: The Meadows Gyratory improvements and confirmation of funding for the A30 Camberley Town Centre Highway Improvements and Camberley High Street Public Realm Improvements.

Developer requirements

- 5.30. The Council will continue to work with partners including Surrey County Council (the Highways Authority), rail and bus operators and the Enterprise M3 Local Enterprise Partnership to bring about transport infrastructure improvements. However, it is the role of developers to ensure that they appropriately mitigate the impacts of their development proposal on transport infrastructure including the highway network and the delivery of sustainable forms of travel. New developments must integrate into existing movement networks and provide safe and suitable access to the road network. Within a site, the layout must be designed such that it gives priority to active and sustainable modes of travel and minimises conflicts between vehicular traffic and cyclists and pedestrians.

¹⁰³ Available online at: www.surreycc.gov.uk/_data/assets/pdf_file/0009/185175/Surrey-Heath-Forward-Programme-2018.pdf.



- 5.31. Development proposals will need to demonstrate that they will not have a severe residual impact on the operation of, safety of, or accessibility to the local or strategic road networks. This should be achieved by demonstrating how they will mitigate the impacts from the development itself and/or its cumulative effects. Measures designed to encourage people to make sustainable travel choices can assist with reducing these impacts.
- 5.32. New developments should demonstrate how they provide the opportunity to maximise the use of the sustainable transport modes of walking, cycling and the use of public and community transport, and opportunities for people with disabilities to access all modes of transport.
- 5.33. The provision and design of vehicle and cycle parking, and the provision of electric charging points will be expected in line with the Councils latest adopted standards. Surrey County Council has produced guidance relating to the thresholds for transport assessments and travel plans as well as additional information as to how these should be produced¹⁰⁴.
- 5.34. The Council wants to embrace new technology relating to transport across Surrey Heath starting with our urban centres. Provision for electric vehicle charging, intelligent parking systems, car clubs and wayfinding would enable the Council to prepare for the changing future of transport and increasing expectations from our residents and businesses. The provision of Car Clubs will be supported as a means of allowing individuals access to a car without the need for direct ownership. Surrey County Council has produced guidance on when car clubs are most likely to be acceptable and the details of the obligations that will be required from developers in implementing a car club¹⁰⁵. Car clubs will be considered on a case by case basis in partnership with Surrey County Council.

¹⁰⁴ Available online at: https://www.surreycc.gov.uk/__data/assets/pdf_file/0008/192635/TP-Good-Practice-Guide-July18.pdf.

¹⁰⁵ Available online at: <https://mycouncil.surreycc.gov.uk/documents/s50095/Annex%20C.%20Draft%20Guidance%20on%20Car%20Clubs%20in%20new%20developments.pdf>.



Policy IN3: Digital Infrastructure and Telecommunications

- 5.35. A high quality digital connection has the ability to support improved economic activity and quality of life. Within Surrey Heath, broadband connectivity is relatively good compared to the national and Surrey averages and is recognised as one of the Borough's strengths in the Surrey Heath Economic Development Strategy¹⁰⁶.
- 5.36. Over the plan period, the use and demand of digital connections in homes and businesses will continue to grow. It is therefore important that new developments must be 'future-proofed' with appropriate digital infrastructure that will meet existing and future communication needs. It is essential that the Council works with developers to make sure that the appropriate digital infrastructure is incorporated, including 4G and 5G networks (or future technologies as they become available).

Policy IN3: Digital Infrastructure and Telecommunications

- 1) Proposals for major residential development (10 or more net new dwellings) and employment generating development (1,000sqm or more) will be supported where it is demonstrated through a Site Connectivity Plan that they are provided with up to date communications infrastructure. This should be through provision of Fibre to the Premises unless demonstrable reasons why this is not feasible are provided, or alternative technologies are available.
- 2) Planning permission for telecommunications development will be permitted where it can be demonstrated that:
 - a) the proposal does not cause significant and irremediable interference with other electrical equipment, air traffic services or instrumentation that is operated in the national interest; and
 - b) pre-application consultation has been undertaken with local groups and organisations which may be affected; and
 - c) evidence is provided to demonstrate that there is no reasonable possibility of sharing existing facilities in the locality (either in terms of antennae, buildings or sites); and
 - d) applications for an addition to an existing mast or base station are accompanied by a statement that self-certifies that the cumulative exposure, when operational, will not exceed guidelines set by the International Commission on Non-Ionizing Radiation Protection (ICNIRP); and

¹⁰⁶ Surrey Heath Economic Development Strategy 2018 Update
https://www.surreyheath.gov.uk/sites/default/files/documents/business/economic-development/surreyheathedsupdate2018_0.pdf



- e) applications for a new mast or base station are accompanied by evidence that the applicant has explored the possibility of erecting aerials on an existing building, site, mast or other structure and a statement that self-certifies, when operational, that ICNIRP guidelines will be met.

Reasoned Justification

National Context

- 5.37. Nationally, the Government is committed to providing world class digital connectivity and has committed to providing 15 million premises with full fibre by 2025 and nationwide gigabit capable networks¹⁰⁷ by 2033¹⁰⁸. Government policy on delivering improved connectivity, and broadband technology is changing rapidly with the Government considering policy interventions to ensure that all new build residential developments are built with full fibre digital connections in order to deliver the targets set out above¹⁰⁹.
- 5.38. The NPPF (2021) advises that advanced, high quality and reliable communications infrastructure is essential for economic growth and social well-being. Planning policies and decisions should support the expansion of electronic communications networks, including next generation mobile technology (such as 5G) and full fibre broadband connections. Policies should set out how high quality digital infrastructure, providing access to services from a range of providers, is expected to be delivered and upgraded over time; and should prioritise full fibre connections to existing and new developments.

Surrey Heath

- 5.39. The Borough's Economic Development Strategy identifies one of its aims is to work with Broadband providers and property developers to ensure new developments are future proofed with Fibre to the Premises (FTTP) broadband.

¹⁰⁷ Expected connection to be capable of achieving 1,000 Mbps download speeds.

¹⁰⁸ Future Telecoms Infrastructure Review, July 2018

¹⁰⁹ New Build Developments: Delivering gigabit-capable connections, consultation February 2021, <https://www.gov.uk/government/consultations/new-build-developments-consultation-delivering-gigabit-capable-connections#:~:text=Consultation%20description&text=Today%2C%2065%25%20of%20premises%20can,fast%2C%20reliable%20and%20resilient%20broadband.>



- 5.40. In order to improve quality of life, support and facilitate home working, support local businesses and enable access to digital services, the Council will seek to ensure that major developments comprising new homes and/or employment generating development are provided with the most up to date digital connections unless for technical or viability reasons it can be demonstrated that this is not achievable. Such evidence could include (but is not limited to) issues of viability, the ability to dig the appropriate physical trench and proximity to the nearest breakout point on the fibre network. There may also be circumstances where the operators themselves have concluded that servicing the site is not practical.
- 5.41. As FTTP is normally delivered via underground ducts, the most opportune time for it to be made available to new build sites is when other utilities are being delivered. Development proposals will need to demonstrate that connections to full fibre broadband through FTTP have been planned for as part of the development proposals through the submission of a 'Site Connectivity Plan' alongside any planning application. The Site Connectivity Plan should outline how the developer has considered facilitating FTTP in their development, including discussions they have had with broadband and network providers before submitting a planning application. The Plan should include:
1. Details of engagement with broadband and network providers, including names of providers contacted, dates of contact, and summary of feedback received;
 2. The current connectivity options for the site and achievable internet speeds;
 3. The potential connectivity options for the development and potential achievable internet speeds;
 4. The proposed method of ensuring FTTP to the site, including measures to ensure that the development is 'high speed ready' in cases where it is proven to be unfeasible or disproportionately costly to provide FTTP at the time of the development.
- 5.42. The Council will consider setting out further detail as to how the requirements of this Policy can be met in a Supplementary Planning Document.
- 5.43. As well as the social and economic benefits, adopting this approach will prevent the need for fibre retrofitting programmes in the future which has significant cost implications, causes disruption and can result in a less effective solution when compared to new fibre networks being delivered alongside development.



New telecommunications equipment

- 5.44. Where there is a need for new telecommunications equipment such as masts and base stations, and planning permission is required, applicants will be expected to demonstrate that these are necessary, subject to consultation where appropriate and are sympathetically designed and located in line with national policy¹¹⁰.
- 5.45. This includes the need to evidence that the proposal does not cause interference with other electrical equipment, air traffic services or instrumentation that is operated in the national interest. Such evidence could include relevant pre-application engagement by applicants.
- 5.46. In order to minimise the impact of new equipment, all opportunities should be taken to share existing facilities and applicants will be expected to demonstrate this has been explored. In line with national policy, evidence of consultation with local organisations will be required including where a mast is to be installed near a school or college, or within a statutory safeguarding zone surrounding an aerodrome or technical site.

Policy IN4: Community Facilities

- 5.47. Community facilities and services have an important role in developing and maintaining community inclusion and cohesion in the Borough. They help make places more sustainable by meeting the community's day to day needs and providing opportunities for social interaction.

Policy IN4: Community Facilities

- 1) Development proposals for the provision of new or improved community facilities will be supported. Proposals should demonstrate that they have explored opportunities for the new facility to be multifunctional.
- 2) Development proposals resulting in the loss of existing community facilities will not be permitted unless:
 - a) evidenced adequate alternative provision already exists in the locality, or the loss would be replaced by an equivalent or better facility in a suitable and accessible location; or
 - b) a robust assessment has been carried out that demonstrates that:
 - i. there is no need for the facility or demand for another community use on site; and
 - ii. it would no longer be economically viable, feasible or practicable

¹¹⁰ Paragraphs 116 and 117 of the National Planning Policy Framework 2021.



- to retain the building or site for its existing use; and
- iii. all reasonable efforts have been made to retain the facility, including evidence to confirm that the property or site has been actively and positively marketed for a meaningful period with reasonable commercial terms and that there is no realistic interest in its retention as a community use.
- 3) If a community facility is listed as an Asset of Community Value this will be a material planning consideration.

Reasoned Justification

- 5.48. National Planning Policy sets out that to support sustainable communities, planning policies should promote social interaction and enable and support healthy lifestyles. This will include the provision of community facilities, and the protection of valued facilities and services particularly where this would reduce the community's ability to meet its day to day needs.
- 5.49. Community facilities across the Borough comprise a range of social, recreational and cultural facilities and services, including facilities such as community centres and village halls, public houses, libraries, education facilities, healthcare facilities, places of worship, and cultural facilities including theatres and arts centres.
- 5.50. The Surrey Heath Infrastructure Needs Assessment, 2017 sets out the existing provision of community facilities across the Borough. This identifies that some facilities are at, or close to capacity, for example primary schools and GP surgeries whilst other facilities are currently sufficient to meet demand, for example community centres.
- 5.51. The loss of retail uses within defined town, district, local and neighbourhood areas is dealt with under other Policies in this Plan. This policy deals with those retail facilities outside of those defined areas.
- 5.52. To ensure an adequate provision of community facilities, applications involving the loss of community facilities will be expected to be supported by evidence that the facility is no longer needed or viable. This evidence will depend on whether the facility is a commercial entity such as a shop or public house, or non-commercial such as a school facility.
- 5.53. All proposals resulting in the loss of a community facility should be supported by evidence of consulting with an appropriate range of community groups and service providers to demonstrate that there is no demand for the facility for the current or an alternative community use and justification as to why there is no reasonable prospect of it continuing in a community use.



- 5.54. For commercial community uses, including for the loss of public houses or retail premises outside defined retail areas outlined above, proposals must be supported by evidence that robust and realistic marketing has taken place, which should be demonstrated by:
- a) Confirmation by a commercial property agent that the premises were marketed for the current use at a reasonable price in relation to the use, condition, quality and location of floorspace and for a minimum of 12 months prior to the submission of the application;
 - b) Evidence of visible marketing and of enquiries received and how they were followed up;
 - c) Reasons why any enquiries were unsuccessful; and,
 - d) A copy of all advertisements.
- 5.55. In determining applications, the Council will view facilities listed as Assets of Community Value¹¹¹ as evidence of local importance and will treat this as a material consideration in determining applications.
- 5.56. New facilities should be well located for the community that it will serve. Wherever possible facilities should be multifunctional to maximise their benefit to the community. New community facilities may need to be phased alongside new development in accordance with Policy IN1: Infrastructure.

Policy IN5: Green Infrastructure

- 5.57. Green infrastructure is a strategic, multi-functional network of green spaces and routes, landscapes, biodiversity and heritage. It includes country parks, wildlife habitats, rights of way, bridleways, commons, heathlands and greens, waterways and bodies of water and historic landscapes and monuments. Green Infrastructure relates to both urban and rural areas and includes both land that can be open to the public and areas that are not accessible. The term Green Infrastructure refers to both blue and green infrastructure.
- 5.58. Green infrastructure delivers improvements to physical and mental well-being, environmental benefits through improvements to biodiversity, landscape, climate change and flood risk, and economic benefits through the delivery of high quality places.

¹¹¹ The list of Assets of Community Value can be viewed at:
https://www.surreyheath.gov.uk/sites/default/files/documents/council/List%20of%20Assets%20of%20Community%20Value%20-%20Table_0.pdf



Policy IN5: Green Infrastructure

- 1) The Council, in partnership with other organisations, will plan for a network of accessible and integrated green infrastructure across the Borough and linked to adjoining areas. The Council will seek to strengthen the role of the green infrastructure network.
- 2) The Council will support proposals which:
 - a) reinforce, link, buffer and create new green infrastructure; and
 - b) promote, manage and enhance public enjoyment of green infrastructure.
- 3) Development proposals will not be permitted where they will result in the loss or fragmentation of existing green infrastructure assets/components or compromise the integrity of the green infrastructure network as set out in the Green Infrastructure Strategy, unless replacement provision or suitable alternative provision that is equivalent or better value in terms of quantity, quality and accessibility can be made.
- 4) Any adverse impacts on the green infrastructure network should in the first instance be fully mitigated through the provision or improvement of green infrastructure on-site or where this is not possible, through appropriate off-site compensatory measures.
- 5) Where new infrastructure is provided, suitable arrangements must be put in place for its future management and maintenance.

Reasoned Justification

National Context

- 5.59. The Council recognises the multiple benefits to residents and others in having a strong green infrastructure network. National Planning Policy and Guidance identifies that Plans should take a strategic approach to maintaining and enhancing networks of habitats and green infrastructure setting out appropriate policies for their protection and enhancement.



Surrey Heath

- 5.60. Surrey Heath is fortunate to have a rich and varied landscape which includes a variety of green and blue infrastructure. This includes heathland, greenspaces within the Borough's urban and rural settlements, waterways, and Suitable Alternative Natural Green Space (SANG), which is greenspace put into place to mitigate the impact of residential development on the Thames Basin Heaths Special Protection Area (SPA). Approximately 40% of Surrey Heath is treed, including along the A30 which runs through the Borough. Green infrastructure therefore plays an important part in the character of the Borough.
- 5.61. This Policy links directly to other policies in the Plan relating to specific green infrastructure assets. These include Policy E2 Biodiversity and Geodiversity, which identifies the range of sites in the Borough that have biodiversity importance, Policy IN6 Green Spaces, and Policies SS3a and SS3b Climate Change. In addition to the green infrastructure assets identified elsewhere in the Plan, types of areas that contribute to the green infrastructure network include:
1. Parks and public gardens, including urban parks, country parks and large formal gardens;
 2. Natural and semi-natural urban greenspaces, including woodlands, urban forestry, scrub, grasslands, wetlands, open and running water, wastelands and derelict open land;
 3. Outdoor sports facilities (with natural or artificial surfaces and 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.
 4. Amenity greenspace (most commonly but not exclusively in housing areas) – including informal recreation spaces, green spaces in and around housing, domestic gardens and village greens;
 5. Provision for children and teenagers, including play areas, skateboard parks, outdoor basketball hoops, and other more informal areas;
 6. Allotments and community gardens;
 7. Cemeteries and churchyards;
 8. Accessible countryside in urban fringe areas;
 9. Green corridors including the Blackwater Valley and Basingstoke Canal, rail corridors and major highway corridors such as the A30.
- 5.62. The Council will produce a Climate Change and Green Infrastructure SPD to deliver a Green Infrastructure Strategy to support this Policy. This will be informed by existing Local Plan evidence including the Surrey Heath Infrastructure Needs Assessment 2017, the Open Space Assessment and Playing Pitch Strategy 2016, and the Greenspace Background Paper. As set out in Policy E2 the Council will work with the Surrey Nature Partnership, local communities and other partners in preparing this Strategy.



- 5.63. Development must avoid the loss, fragmentation, severance or other significant impacts on the functioning of the green infrastructure network. At an early stage in the planning process, developments should assess how green infrastructure can be incorporated as part of the overall design solution or masterplan, protecting and enhancing any existing green infrastructure assets on site and designing-in new green infrastructure. Consideration should be given to how green infrastructure can be utilised to deliver climate change mitigation and adaptation. Where public new green infrastructure is provided such as allotments or open space, arrangements for long term maintenance should be identified which may include a financial payment secured through a planning obligation.
- 5.64. The provision of green infrastructure on site such as amenity greenspace, tree planting or play areas can more easily be incorporated in larger developments but applicants for smaller schemes are encouraged to consider how green infrastructure can be incorporated into their developments (for example, green roofs, landscaping, gardens and amenity space). Applicants are encouraged to incorporate and entwine biodiversity improvements into green infrastructure, including rewilding.
- 5.65. Any additional pressures on the green infrastructure network arising from new development must be fully mitigated. This will normally be addressed through the on-site provision of green infrastructure, or if this is not feasible, for example on smaller sites, through off-site measures such as off-site biodiversity improvements, tree planting or upgrading of local green infrastructure facilities.



Policy IN6: Green Space

- 5.66. Green open space forms an important part of the Borough's green infrastructure network and provides multiple community benefits, including contributing to health and wellbeing. Open spaces can include a range of forms including parks and gardens, semi-natural green spaces, children's play areas, green corridors and allotments, as well as outdoor recreational facilities.
- 5.67. Outdoor recreational facilities, both formal and informal, have an important role in maintaining people's health and providing opportunities to participate in sport and exercise. Outdoor sports and recreational facilities can include tennis courts, bowling greens, sports pitches, athletics tracks, school and other institutional playing fields, and other outdoor sports areas. Playing fields provide an important element of the overall provision of open space, sports and recreation facilities across the Borough, providing the opportunity for formal and informal active participation in sports.

Policy IN6: Green Space

- 1) Green spaces, as shown on the Policies Map are allocated for their visual amenity and/or recreational value.
- 2) Development will not be supported on areas designated as green spaces, unless:
 - a) For sites designated for their recreational value:
 - i. an evidenced assessment has been undertaken that clearly and robustly demonstrates re-provision can be made elsewhere of equivalent or better community benefit in terms of quality, quantity and accessibility; or
 - ii. the development is for sports and recreation provision the need for which clearly outweighs the loss of green space; or
 - iii. an assessment has been undertaken, which has clearly shown the open space to be surplus to requirements in meeting need in Surrey Heath over the plan period.
 - b) For sites designated for their visual amenity, it can be clearly demonstrated that the loss will not have a negative impact upon residential amenity and local character, and an element of open space will be incorporated into the development proposal.
- 3) Development proposals that include existing areas of ancillary green open space that are not designated¹¹², but none the less contribute to an areas character, should be assessed in accordance with Green Infrastructure Policy IN5 of this Plan.

¹¹² For example, due to their size.



- 5.68. The NPPF outlines that ‘access to a network of high quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities’.
- 5.69. Surrey Heath contains numerous green spaces within its urban areas, smaller settlements and rural villages, as well as outside settlement areas. The green spaces perform a number of functions, including recreational opportunities and visual breaks, as well as contributing to the physical and visual attractiveness and quality of settlement areas, constituting highly valued assets. As such, they contribute to the health and wellbeing of local communities. Green spaces in Surrey Heath also form an important part of the Borough’s green infrastructure network.
- 5.70. The Green Space Assessment (2021) proposes the designation of green spaces throughout the Borough, both within and outside defined settlement boundaries, amounting to a total of 156 green spaces. The green spaces allocations are informed by the Surrey Heath Green Space Assessment 2021 which details whether a site has been proposed for designation for its visual amenity value and/or recreational value.
- 5.71. The Surrey Heath Open Space Assessment (2016) outlines the quantity of different types of open space provision in the Borough. One of the conclusions of the Study was the need to provide improved provision for young people and older people. New development will be expected to meet the open space standards set out in the Open Space Strategy (2016)¹¹³. Development proposals for new open space should include natural and semi-natural features and consider opportunities to provide additional play provision and allotments. Where open space or other facilities are provided on site they should be well located and designed with appropriate management arrangements in place.
- I. For Areas of Play, the following standards are expected¹¹⁴:
- a) Local area of play (LAP) – minimum of 0.01ha per 1,000 population.
 - b) Local Equipped Area for Play (LEAP) – minimum of 0.04ha per 1,000 population.
 - c) Neighbourhood Equipped Area of Play (NEAP) – minimum of 0.1ha per 1,000 population.

¹¹³ Or any subsequent strategy update.

¹¹⁴ Or as updated any subsequent update of the Surrey Heath Open Space Assessment.



- 5.72. Outdoor playing fields provide an important element of the overall provision of open space, sports and recreational facilities across the Borough, providing the community with formal and informal active participation in sports. The Surrey Heath Playing Pitch Strategy (2016) considers the provision of playing pitches in the Borough. The study identified shortfalls in some areas of provision, including a current shortfall of youth 11v11 and 9v9 football pitches and a future shortfall across each pitch type, as well as an overall shortfall of senior rugby pitches based on current and future demand.
- 5.73. The study supports the need to protect the existing provision of playing pitches across the Borough to meet current and likely future demand. The assessment identified that there should be flexibility in the use of play pitches to reflect how they are used. In meeting future requirements brought about by new development, regard will need to be given to providing more multi-use facilities and play equipment which meets the needs of all users, from young children through to the elderly. Such multi-use facilities should be accessible to all users. Re-use and improvements of existing facilities may help meet future requirements.
- 5.74. The study provides an 'Action Plan' which will be reviewed at regular intervals with relevant partners. It provides recommendations based on current levels of usage, quality and future demand, as well as the potential of each site for enhancement.
- 5.75. The Council will protect recreational uses through resisting the loss of existing outdoor recreational facilities, unless equivalent or better replacement facilities are proposed. In addition to ensuring the protection of sites, new development will need to ensure that any additional pressure it will place on playing pitches is appropriately mitigated. This will be through on-site provision secured through S106 for larger sites, or through developer contributions via CIL.



Policy IN7: Indoor and Built Sports and Recreational facilities

- 5.76. Indoor sport and recreation facilities include indoor swimming pools, sports halls, health and fitness facilities, indoor bowls, squash courts, martial arts dojos, gymnastics halls and certain football clubs. Built sport and recreation facilities include tennis courts, bowls, multi-use games areas and skate parks.

Policy IN7: Indoor and Built Sports and Recreational facilities

- 1) Indoor and built sports and recreational facilities will be promoted by safeguarding existing facilities and supporting proposals for new and improved, refurbished, replacement or extended indoor and built sport and recreational facilities in sustainable locations.
- 2) The loss of existing indoor and built sport and recreational facilities will be resisted unless replacement facilities of an equivalent or increased quantity and standard are proposed in a location that is accessible to the current catchment, unless it can be demonstrated that:
 - a) the existing use is unviable; and
 - b) there is no longer a need for the existing facilities or an alternative indoor and built sport and recreational use.

Reasoned Justification

- 5.77. Indoor and built sport and recreational facilities play an important role in promoting healthy lifestyles and encouraging physical activity. The Council commissioned an Open Space, Playing Pitch and Indoor Sports Facilities Assessment and Strategy (2016) which examined indoor sports provision within Surrey Heath, including quantity, quality and accessibility assessments. The study recommended that existing provision in the Borough should be protected and enhanced.
- 5.78. To demonstrate indoor and built sport and recreational facilities are no longer viable, the Council will require the submission of full financial evidence in the form of a commercial viability study. The evidence should clearly set out how retention of the facilities has been fully explored. This should include realistic, appropriate and genuine marketing of the facilities for its existing use and alternative sport and recreational use for a period of at least 12 months prior to the submission of a planning application. Robust evidence will also be required to demonstrate that there is no longer a need for the existing facilities or an alternative indoor and built sport recreational use.
- 5.79. In July 2021 the new Places Leisure Camberley opened replacing the former Arena Leisure Centre and providing modern enhanced indoor sports and recreational facilities.



Policy IN8: Safeguarded Land for Future Transport Provision

- 5.80. The following proposal to safeguard land as shown on the Policies Map provides a continued opportunity to protect the site for potential re-use for rail transport to improve journey times and accessibility between Camberley and London Waterloo.

Policy IN8: Safeguarded Land For Future Public Transport Provision

- 1) The Borough Council and the County Council will safeguard land at the Sturt Road “chord”, Frimley Green, as shown on the Policies Map, to ensure that inappropriate development does not prejudice its future re-use for rail transport.

Reasoned Justification

- 5.81. Land at Sturt Road contains a disused rail “chord” on a largely intact embankment which, when last used by trains, linked the main line to London Waterloo with Frimley, Camberley and Bagshot. It’s protection retains the opportunity to achieve a direct and attractive rail access from local stations to London. The ability to programme direct services linking Bagshot, Camberley and Frimley to Waterloo would improve travelling time to and from London and make the service more attractive to commuters. This new Local Plan is proposing the allocation of a significant amount of new residential development in Camberley town centre and this further supports the future provision of improved services.
- 5.82. One of the strategic objectives of the New Rail Strategy for Surrey¹¹⁵, 2021 is to encourage modal shift. This is reflected in the emerging Surrey LTP4 as well as Surrey Heaths Climate Change Strategy and Action Plan. A further Objective of the Rail Strategy is ‘Connectivity to external drivers of Growth’ – ensuring that Surrey is connected to national and international markets through connections to Central London and key transport nodes such as key mainline and HS2 stations, and Heathrow and Gatwick airports. The Sturt Road Chord is identified on the Rail Strategy’s long list of network infrastructure improvements.

¹¹⁵ Available online at: <https://mycouncil.surreycc.gov.uk/documents/s77545/Annex%20I-%20New%20Rail%20Strategy%20for%20Surrey.pdf>.



- 5.83. A number of possible ways of providing direct rail services between local stations and London have been identified, including the re-opening of the Sturt Road chord. These were assessed through feasibility¹¹⁶ work in 2016. This identified that a significant increase in additional passengers would be required to make a positive business case and identified some technical issues to be overcome. Nevertheless, the increasing wider policy emphasis on measures designed to change the way people travel and the need to reduce carbon emissions suggest that it is important to retain the longer-term opportunity to improve rail links in this location.
- 5.84. The Borough Council therefore continues to safeguard this land and it is reserved as a future rail link.

¹¹⁶ Available online at: https://www.surreycc.gov.uk/__data/assets/pdf_file/0006/136554/Camberley-Rail-Assessment-Report.compressed.pdf.



6. Section 6: Environment

- 6.1. The Thames Basin Heaths Special Protection Area (SPA) was designated on the 9th March 2005. It is protected from adverse effects under The Conservation of Habitats and Species Regulations 2017 (or as subsequently amended) and European Directive 2009/147/EC. Local Planning authorities are identified as a “competent authority” for the purposes of determining whether or not a proposed development scheme or development plan document is likely to have a significant effect upon the SPA. The effect of the Regulations is to require Local Planning Authorities to ensure that any proposed development scheme or Development Plan will not adversely affect the integrity of the SPA.
- 6.2. The SPA is a network of heathland sites which are designated for their ability to provide a habitat for the three following internationally important rare bird species that nest on the ground or at low level and so are easily disturbed or harmed by human activity: Dartford Warbler, Woodlark and Nightjar. It is spread across nine local authorities in Berkshire, Hampshire and Surrey. Thames Basin Heaths SPA in Surrey Heath comprises of Chobham Common, Brookwood Heaths, Colony Bog to Bagshot Heath and Broadmoor to Bagshot Woods and Heath, overall covering approximately 23% of the Borough. The entirety of Surrey Heath lies within 5 kilometres of the Thames Basin Heaths SPA.

Policy EI: Thames Basin Heaths Special Protection Area

Policy EI: Thames Basin Heaths Special Protection Area

- 1) The Council will only permit development where it is satisfied that this will not give rise to likely significant adverse effect on the integrity of the Thames Basin Heaths Special Protection Area (SPA), which includes Thursley, Ash, Pirbright & Chobham Common Special Area of Conservation (SAC), whether alone or in combination with other development.
- 2) Net new residential development will not be permitted within the ‘exclusion zone’ set at 400m linear distance from the SPA boundary. Non-residential development proposals within 400m of the SPA will need to demonstrate that they will not harm the integrity of the SPA through an Appropriate Assessment.
- 3) All new residential (net) development within 5km of the Thames Basin Heaths Special Protection Area is considered to give rise to the possibility of likely significant effect. Where one or more adverse effects on the integrity of the SPA will arise, measures to avoid and mitigate these effects must be delivered and secured in perpetuity and be subject to an Appropriate Assessment. These measures are unlikely to be acceptable unless agreed with Natural England.



- 4) Such measures will include:
 - a) all net new residential development will provide or contribute toward the provision of Suitable Alternative Natural Greenspace (SANG).
 - b) SANGs will be provided at a standard of at least 8ha per 1,000 new occupants.
 - c) developments of 10 or more net new dwellings will only be permitted within the identified catchment areas of SANG.
 - d) all net new residential development will contribute toward Strategic Access Management and Monitoring (SAMM) measures.
- 5) Where further evidence robustly demonstrates that the integrity of the SPA can be protected using amended or alternative measures, the Council will agree these in consultation with Natural England.

Reasoned Justification

- 6.3. The South East Plan was published in May 2009. Whilst the majority of the plan was revoked in March 2013, policy NRM6 relating to the Thames Basin Heaths Special Protection Area remains in place and is relevant to development in the Borough. The approach taken in Policy EI is consistent with policy NRM6 of the South East Plan¹¹⁷.
- 6.4. Due to the large number of local authorities involved and the cumulative nature of the impacts (as a result of many individual housing applications) a co-ordinated approach to avoidance measures has been necessary and the Thames Basin Heaths Joint Strategic Partnership Board (JSPB) has been set up to provide the vehicle for joint working between local authorities and other organisations responsible for protection of the Thames Basin Heaths SPA. The JSPB includes Member representation for each affected Local Authority together with a number of stakeholders.
- 6.5. In February 2009 the JSPB endorsed a strategic Delivery Framework. This recommends a combination of three avoidance measures to protect the Thames Basin Heaths from the impacts of new residential development:
 1. The establishment of a 400 metre buffer around the SPA within which no net new residential development will be permitted.
 2. The provision of Suitable Alternative Natural Greenspace (SANG).
 3. Strategic Access Management and Monitoring (SAMM) measures, coordinated visitor management across the whole of the publicly accessible SPA.

¹¹⁷ The South East Plan can be viewed on the National Archives website.



- 6.6. The Thames Basin Heaths Special Protection Area Avoidance Strategy Supplementary Planning Document 2019 sets out in detail the approach that Surrey Heath Borough Council will take to avoiding harm to the Special Protection Area as a result of new housing. This includes details of the types of development affected, guidelines for the creation of SANG and guidance on SANG and SAMM contributions.
- 6.7. The Thames Basin Heaths SPA Avoidance Strategy SPD (2019) sets out that for development proposals with a net increase of 10 or more residential units, the site is required to be within the SANG catchment that capacity will be allocated to. For development proposals with an increase of 136 or more, net residential units will generally be expected to provide bespoke SANG solutions. In addition, larger developments in the Western Urban Area¹¹⁸, that are unable to realistically provide land for SANGs may also be able to use capacity at strategic SANGs. This approach may also apply to sites outside this area that have particular, site specific circumstances which support the need for off-site SANGs provision, subject to the availability of SANG capacity.
- 6.8. Proposals for other forms of development either where the use is quasi-residential or by virtue of proximity to the SPA, for example in the 400m buffer zone, will be required to contribute toward avoidance measures and will be subject to an Appropriate Assessment.
- 6.9. The Council's Thames Basin Heaths Special Protection Area Topic Paper sets out the Council's approach to the provision of SANG for the Plan period, including an assessment of sites with potential to mitigate future residential development in the Borough.
- 6.10. The Council will support investigations into alternative methods of mitigation. Where further robust evidence demonstrates that the integrity of the SPA can be protected using alternative mitigation measures, or changes to existing strategies, such measures would need to be scientifically sound and agreed with the JSPB and Natural England.
- 6.11. Under Article 6(3) of the Habitats Directive, Competent Authorities have a duty to ensure that all the activities they regulate have no adverse effect on the integrity of any of the Natura 2000 sites. The Competent Authority, in this case Surrey Heath Borough Council, must assess the possible effects of a plan or project on any Natura 2000 sites through a Habitats Regulations Assessment. A European Court of Justice judgement¹¹⁹ in April 2018 established the legal principle that a full Appropriate Assessment (AA) must be carried out for all planning applications involving a net gain in residential units in areas affected by the Thames Basin Heaths SPA, and that a Habitats Regulations Screening Assessment cannot take into account any proposed measures to mitigate any likely impact at the screening stage. The Council is therefore required to carry out a full Appropriate Assessment of relevant plans and planning applications.

¹¹⁸ The Western Urban Area comprises the settlement areas of Camberley, Frimley, Frimley Green and Mytchett.

¹¹⁹ People Over Wind, Peter Sweetman v Coillte Teoranta C-323/17.



Policy E2 Biodiversity and Geodiversity

- 6.12. Surrey Heath has a rich and varied landscape and is fortunate to have a range of designated sites important for their biodiversity value and which contribute to the character of the Borough. Other sites, both individually and collectively, that are not designated play an important role in protecting and enhancing the diversity of species within the Borough. If new development is not planned carefully, it can have detrimental impacts on biodiversity, both directly through the loss or fragmentation of habitats, or indirectly through disturbance and pollution.
- 6.13. The Council is committed to the protection and enhancement of biodiversity and geodiversity. The Council will work proactively with partners to protect, maintain and enhance the Borough's biodiversity and geological resources. The Council will produce a Climate Change and Green Infrastructure SPD Supplementary Planning Document (SPD) that will set out how this approach will be implemented.

Policy E2: Biodiversity and Geodiversity

- 1) Development proposal will be permitted where they will not have an adverse impact on biodiversity and/or geodiversity. Where harm or loss cannot be avoided, mitigation will be required such that it can be robustly demonstrate that:
 - a) there will be no adverse effect on the integrity of international, national and local designated sites;
 - b) there will be no adverse impact on the conservation status of priority species;
 - c) there will be no loss or deterioration of a priority habitat type, and/or irreplaceable habitat;
 - d) there will be no adverse impact on the conservation objectives of Biodiversity Opportunity Areas; and
 - e) there will be no adverse effect on the integrity of linkages between designated sites and priority habitats.
- 2) The weight attributed to the protection of nature conservation interests will be commensurate to their status and significance¹²⁰, and any other designation applying to the site, habitat or species concerned. For proposals that affect nationally protected sites, very special circumstances would be required to robustly demonstrate that the benefits of the development proposal clearly outweigh the loss or harm and that appropriate compensation will be sought.
- 3) Effective avoidance, mitigation and compensation will be secured through the

¹²⁰ As set out in paragraph 6.16.



imposition of planning conditions or planning obligations as appropriate, including monitoring for the effectiveness of these measures.

- 4) Development proposals, where appropriate, will need to take full account of the impact on soils. Development will be expected to avoid the best and most versatile agricultural land. Areas of lower quality agricultural land should be used for development in preference to the best and most versatile agricultural land.

Reasoned Justification

National context

- 6.14. The Environment Act 2021 sets out how the UK government plans to protect and improve the natural environment in the UK. The Environment Act recognises the accelerating impact of climate change in the UK and the associated impacts of damage to nature with species loss, habitat erosion and the disappearance of cherished wildlife.
- 6.15. The NPPF requires Local Plans to set out a strategic approach to planning for the creation, protection, enhancement, and management of networks of biodiversity and to plan for biodiversity at a landscape scale across local authority boundaries. Local planning authorities are advised to set criteria-based policies against which proposals for any development, on or affecting protected wildlife or geodiversity sites, will be judged. Distinctions should be made between the hierarchy of international, national and locally designated sites, so that protection is commensurate with their status and gives appropriate weight to their importance and the contribution that they make to wider ecological networks.

Surrey Heath

- 6.16. The weight to be attributed to the protection of nature conservation interest will be commensurate to their significance. The Council will apply a hierarchical approach to the conservation of designated sites within the Borough as follows:
 1. International Sites: Special Protection Areas (SPAs), Special Areas of Conservation (SACs) and Ramsar sites, or candidate/formally proposed versions of these designations.
 2. National Sites: Sites of Special Scientific Interest (SSSI) and National Nature Reserves.



3. Irreplaceable Habitats: habitats which would be technically very difficult (or take a very significant time) to restore, recreate or replace once destroyed, taking into account their age, uniqueness, species diversity or rarity, such as ancient woodland, ancient and veteran trees¹²¹.
 4. Local Sites: Sites of Nature Conservation Importance (SNCI), Local Nature Reserves, Local Geological Sites and Regionally Important Geological Sites (RIGS).
- 6.17. The heathland in Surrey Heath is a defining characteristic of the Borough and the setting of settlements within the Borough. Within and surrounding the Borough are large areas of international ecological importance, including SPAs and SACs. The Thames Basin Heaths Special Protection Area (SPA) and Thursley, Ash, Pirbright and Chobham Special Area of Conservation (SAC) mostly coincide with one another within Surrey Heath.
- 6.18. Within the Borough there are also a number of SSSIs and a National Nature Reserve (NNR), which relate to legislation from The Wildlife & Countryside Act 1981 (as amended). The SSSIs in Surrey Heath are:
1. Broadmoor to Bagshot Woods and Heaths.
 2. Chobham Common (also an NNR).
 3. Colony Bog and Bagshot Heath.
 4. Ash to Brookwood Heaths.
 5. Basingstoke Canal.
- 6.19. There are a number of SNCI's in the Borough, which are designated by the Council working within the Surrey Local Sites Partnership, integrated into the Surrey Nature Partnership (SyNP). These areas are important both in their own right and as part of an ecological network of sites across and beyond the Borough, which also incorporates a number of wildlife corridors.
- 6.20. The SyNP is the recognised Local Nature Partnership for Surrey. The SyNP is working with local authorities in Surrey to set out an approach to conserving and enhancing the biodiversity of the county at a landscape scale, which may also be viewed as the investment needed to maintain our environment when presented as 'natural capital'. This approach identifies Biodiversity Opportunity Areas (BOAs); areas where there are concentrations of recognised sites of biodiversity importance, both statutory and non-statutory. BOAs represent areas where improved habitat management and efforts to restore and re-create priority habitats will be most effective in improving connectivity and reducing habitat fragmentation.

¹²¹ Further guidance is provided by the Surrey Nature Partnership at https://surreynaturepartnership.files.wordpress.com/2020/08/irreplaceable-habitats-guidance-for-surrey_final_aug2020.pdf.



- 6.21. BOAs extend across local authority boundaries and therefore provide the strategic approach that addresses biodiversity at the landscape scale as required by the NPPF. The area within Surrey Heath that falls within BOAs mainly relates to the Thames Basin Heaths, as well as the Blackwater and Bourne river corridors. Where proposals fall within or adjacent to a Biodiversity Opportunity Area, their required measurable biodiversity net gain enhancements (see Policy E3) should support the BOA's objectives, including those set out in the SyNP BOA¹²² Policy Statements. Alternative measures may be acceptable where it is clearly demonstrated that these are more appropriate, given the site specific circumstances of the proposal.
- 6.22. The Council supports the emerging strategy for Surrey being led by the SyNP and will set out how the approach will be implemented in the Borough through a Climate Change and Green Infrastructure SPD once enough detail has emerged. The Council will work with the SyNP and partners to bring forward opportunities to conserve and enhance the natural assets of Surrey Heath, both green and blue (freshwater) natural assets including the River Blackwater, Basingstoke Canal and the Bourne River and Tributaries.

Soils

- 6.23. Soils are a finite, multi-functional resource which underpin the wellbeing and prosperity of communities. To ensure that development proposals do not impact on this valuable resource, development proposals should take full account of their impact on soils, their intrinsic character and the many ecosystem services they deliver. The Council will seek to safeguard the long term capability of the best and most versatile agricultural land, in accordance with national guidance¹²³.

¹²² Available at https://surreynaturepartnership.files.wordpress.com/2014/11/biodiversity-opportunity-areas_surrey-nature-partnership_20151.pdf.

¹²³ The NPPF defines the best and most versatile agricultural land as land in grades 1, 2 and 3a of the Agricultural Land Classification.



Policy E3: Biodiversity Net Gain

- 6.24. The Government confirmed in March 2019 that delivering biodiversity net gain will be a requirement for all development proposals. Biodiversity net gain can be defined as development that leaves biodiversity in a measurably better state than before, and an approach where developers work with local governments, wildlife groups, landowners and other stakeholders in order to support their priorities for nature conservation. This means protecting existing habitats and ensuring that lost or degraded environmental features are compensated by restoring or creating environmental features that are of greater value to wildlife and people.
- 6.25. The Council recognises the opportunities to encourage biodiversity that can be provided through the development of sites. These include providing, retaining and enhancing wildlife corridors and incorporating opportunities within construction methods, such as swift bricks, bee bricks and green roofs, and the provision of suitable appropriate native species in landscaping. Biodiversity is not confined to designated sites and every development has the potential to contribute towards the conservation of locally important habitats and species.

Policy E3: Biodiversity Net Gain

- 1) Development proposals will be permitted provided that they can demonstrate the provision of a minimum 20% increase in biodiversity units when set against the baseline biodiversity value and are in accordance with national guidance. This may include the creation, restoration, enhancement and subsequent maintenance of habitats and features. In cases where requisite/required/adequate on-site net gain provision is demonstrated not to be achievable, off site provision should be provided.
- 2) Development proposals should seek to similarly provide environmental net gain, in accordance with national guidance. Development proposals will be expected to provide suitable ecological survey information and assessment to establish biodiversity net gains and the extent of any potential impact on ecological features.

Reasoned Justification

- 6.26. The NPPF makes clear that planning policies should contribute to and enhance the natural environment by minimising impacts on and providing net gains for biodiversity. The NPPF also states that planning policies should identify and pursue opportunities for securing measurable net gains for biodiversity.



- 6.27. Biodiversity net gain should be integrated into the design of a site through the provision of new wildlife habitats, but may also include off-site biodiversity enhancement of green networks and certain measures to benefit priority species on building structures. Where the adverse impacts of development on biodiversity are identified, they must be proportionately addressed in accordance with the mitigation hierarchy of:
1. Avoidance
 2. Mitigation; and
 3. Compensation
- 6.28. The Surrey Nature Partnership recommends that Surrey’s local planning authorities adopt a policy for a minimum 20% increase in biodiversity units for planning applications¹²⁴. Development proposals in Surrey Heath will be required to deliver a minimum net gain of 20% biodiversity units and will be expected to use the appropriate DEFRA Biodiversity Metric 2.0 (or as subsequently amended), to calculate and demonstrate net gains.
- 6.29. Biodiversity net gain should be additional to any habitat creation required to mitigate or compensate for impacts of new development and should be delivered even if there are no losses through development. Biodiversity net gain should not be applied to irreplaceable habitats and should be dealt with separately to any mitigation and/or compensation requirements for European sites¹²⁵.
- 6.30. In the first instance, net gain should be delivered on-site. Where this is demonstrated as not achievable, net gain will need to be delivered off site through an appropriate contribution, either to be realised as a bespoke ‘off-set’ project or by buying credits from a ‘habitat bank’. Delivering biodiversity net gain will ensure that new development enhances the environment, contributes to our ecological networks and conserves our precious landscapes. Successful implementation of biodiversity net gain will restore and create high-quality habitats that can provide a home for a diverse range of species and build resilience to climate change. Further guidance for the delivery of biodiversity net gain will be set out in a Climate Change and Green Infrastructure SPD.
- 6.31. The delivery of enhancements to biodiversity in and around new developments should be informed by an understanding of the local ecological network and should seek to include habitat restoration, re-creation and expansion, improving links between designated sites, buffering of existing designated sites, delivery of new biodiversity features within development, and securing management for long-term enhancement.

¹²⁴ Further information available at https://surreynaturepartnership.files.wordpress.com/2020/11/recommendation-for-20-bng-in-surrey_snp-november2020_final.pdf.

¹²⁵ Such as Suitable Alternative Natural Greenspace.



- 6.32. Environmental net gain takes the concept of biodiversity net gain further to include the economic, social and amenity value of natural capital and biodiversity. Development proposals should consider opportunities to include environmental net gain on-site in the first instance, and off site if this is not achievable.

Policy E4: Pollution and Contamination

- 6.33. Unacceptable levels of pollution can have a significant impact on the environment and on the health, well-being and quality of life enjoyed by individuals and communities. Planning policies have an important role in helping to minimise local air pollution by influencing the location of polluting developments. This Policy sets out how development proposals should seek to protect, and where possible improve upon, the amenity of existing and future residents and building occupants, and the environment in general.

Policy E4: Pollution and Contamination

Pollution

- 1) Development will be permitted provided that:
 - a) it does not give rise to, or would be subject to, unacceptable levels of pollution¹²⁶; and
 - b) it is satisfactorily demonstrated through an assessment that any adverse impacts of pollution¹²⁷ will be adequately mitigated or otherwise minimised to an acceptable level¹²⁸.
- 2) Where development is proposed on or near a site that may be impacted by, or may give rise to, pollution, such a proposal must be supported by an assessment that investigates the risks associated with the site and the possible impacts on the development, its future users and the natural and built environment. The assessment should propose adequate mitigation or remediation when required to achieve a safe and acceptable development. This assessment should be written in line with best practice guidance.

¹²⁶ Pollution refers to anything that affects the quality of land, air, water or soils which might lead to an adverse impact on human health, quality of life, the natural environment or general amenity. It includes noise, vibration, light, air quality, radiation, dust, fumes or gases, odours or other effluvia, harmful substances, or degradation of soil and water resources.

¹²⁷ Including those from the proposed development, including demolition and construction phases, which impact sensitive development or the environment.

¹²⁸ In accordance with recognised national and international standards, guidance and methodologies, or any local authority adopted supplementary guidance.



- 3) Development will only be permitted in an Air Quality Management Area¹²⁹ (AQMA) where it can be demonstrated that it will not have any adverse impacts to human health or lead to a deterioration of air quality within the AQMA.

Land contamination

- 4) Development proposals on land which is suspected of being affected by historic or current land contamination will be required to investigate the nature and risk of the contamination both on the development proposal and the wider environment. Where contamination is revealed, the applicant will be required to submit and implement a scheme of remediation that is appropriate to the proposed use and which demonstrates the development site no longer meets the statutory definition of contaminated land.

Reasoned Justification

Pollution

- 6.34. The NPPF states that 'planning policies and decisions should contribute to and enhance the natural and local environment' by preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans; and remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate'.
- 6.35. The Council will expect developments with the potential to cause pollution to provide a written assessment that considers the impacts of the proposal on the existing environment. Proposals to introduce sensitive development to an area impacted by existing pollution will need to provide details of adequate mitigation through an assessment produced by a competent person or organisation. Proposals for development that would curtail the existing legitimate use of a site by exposing sensitive receptors to a detrimental level of pollution which was previously otherwise considered acceptable should be avoided. Where risks cannot be reduced to an acceptable level, permission will be refused.

¹²⁹ The current AQMA in the Borough is the strip of land from Frimley Road Camberley to Ravenswood Roundabout Camberley which embraces the M3 Motorway and the houses on both sides of the motorway which border the highway.



Air quality

- 6.36. Surrey Heath Borough Council is located in the south east of England to the south west of London. The main air quality issues are associated with the emission of pollutants from road traffic, in particular the M3 motorway. The main pollutant of concern is nitrogen dioxide (NO₂). The main source of nitrogen dioxide is from road traffic exhaust fumes, accounting for about 80% of all oxides of nitrogen produced here. In contrast, for particulate matter up to 90% of levels monitored in the Borough come from background sources, produced elsewhere. The Department of Food and Rural Affairs (DEFRA) has confirmed the following Air Quality Management Area (AQMA) in Surrey Heath:

'The strip of land from Frimley Road Camberley to Ravenswood Roundabout Camberley which embraces the M3 Motorway and the houses on both sides of the motorway which border the highway'.

- 6.37. The release of fine particles and harmful gases into the atmosphere can have a significant impact on human health and the environment. The Council's guidance on the planning application validation process sets out when an air quality assessment will be required to take account of the impact of new development on air quality. The Council will encourage the incorporation of technologies and the utilisation of green infrastructure to limit the impact of air pollution.
- 6.38. In 2005 Surrey Heath Borough Council produced an Air Quality Action Plan (AQAP) which included 51 actions¹³⁰, each with a timescale for achievement, associated with the AQMA. The Council produces a status report annually that includes an update on the action plan, and planning applications likely to impact the AQMA should have regard to its contents.
- 6.39. The Council will continue to work with partners to improve air quality in the Borough, including seeking to address high levels of nitrogen oxide deposition along the A331 Blackwater Valley Road which has been identified by DEFRA's national model as being in exceedance of the annual air quality objective for nitrogen dioxide. The Council will also encourage proposals to facilitate increased use of electric vehicles, which can have significant benefits for improving air quality and public health, by working in partnership with Surrey County Council to support the emerging Electric Vehicle Strategy.

¹³⁰ More information is available at <http://aqma.defra.gov.uk/action-plans/SHDC%20AQAP%202007.pdf>.



- 6.40. In considering the amount and location of future development in the Borough, the Council will also need to consider the cumulative impact of air quality and pollutants on Natura 2000 sites, Special Protection Areas (SPAs) and Special Areas of Conservation (SACs) within the Borough. The Habitats Regulation Assessment that supports the next version of the Local Plan will include an air quality assessment which will take into account the location of size of development coming forward over the plan period, informed by the Transport Assessment.

Noise, lighting and odours pollution

- 6.41. Noise from a variety of sources, including road, rail, air, construction, entertainment venues and commercial and industrial activities, have the potential to impact on health and quality of life if not properly controlled or planned for. The adverse effects of excessive exposure to noise (and vibration) are well documented and rightly recognised as a material planning consideration. Noise is a key aspect of quality of life and social well-being, and therefore, by extension, sustainable development.
- 6.42. Development proposals will need to consider the noise impact within and surrounding the development site and demonstrate that any noise impacts comply with the Council's requirements. Consideration should also be given to protecting tranquil areas. New development which will give rise to, or would be subject to, significant adverse effects of noise will not be permitted.
- 6.43. In considering measures to avoid, mitigate and reduce noise impacts, proposals will need to consider the basic principles of noise control:
1. Separate noise sources from sensitive receptors;
 2. Control the noise at source; and
 3. Protect the receptor.
- 6.44. Poorly designed artificial light can lead to glare, sky glow and light spillage which can have an adverse impact on neighbouring residents and wildlife. The Council will seek to limit the impact of artificial lighting by encouraging well-designed lighting schemes and will consider the impact of any lighting scheme on residents, highway users, the character of the area, wildlife, intrinsically dark landscapes and the visibility in the night sky. The Council will only permit proposals that will not adversely affect amenity, the natural environment or public safety.
- 6.45. Odours and fumes from commercial activities, including kitchens can have a detrimental impact on neighbouring residential amenity. Any siting of extractor flues should have regard to potential impact on neighbouring properties and the surrounding environment.



Contaminated Land

- 6.46. Full regard should be given to the Council's Contaminated Land Strategy¹³¹. The Council's Contaminated Land Strategy recognises that serious contaminated land issues in Surrey Heath are likely to be limited because of the relative lack of industrialisation. However, potential sources of contamination in the Borough may include:
1. The presence of the military activities such as waste disposal, gas works and some limited commercial and industrial activities could contribute to the potential for land contamination. Where development of such sites take place, the planning process should help manage any risk to existing and future site uses and site workers.
 2. Although there has been a lack of significant industrialisation, there have been a large number of smaller manufacturing activities, workshops, auto repair workshops.
 3. All brownfield sites have the potential to be contaminated. For example, due the widespread use of asbestos prior to 1999, any brownfield site has the potential to contain asbestos fibres.
 4. Applicants should provide a statement of land quality for development sites which have potential to be impacted by contamination from current or historical activities carried out on, adjacent or near to the site such that remediation may be required. Where contamination is revealed, adequate information, prepared by a competent person, should be made available to inform planning decisions. Applicants are required to submit and implement a scheme of remediation, appropriate to the proposed use, in cases where contaminated land is revealed. After remediation, as a minimum, land should not be capable of being determined as contaminated land under Part IIA of the Environmental Protection Act 1990.

¹³¹ More information is available on the Council's website at:
www.surreyheath.gov.uk/residents/environmental-services/noise-nuisance-pollution/contaminated-land.



Policy E5: Renewable and Low Carbon Energy Systems

- 6.47. The delivery of renewable and low carbon energy and heating schemes plays an important role towards the mitigation of climate change.

Policy E5: Renewable and Low Carbon Energy and Heating Schemes

- 1) Proposals for stand-alone and community led renewable, low carbon and decentralised sources of energy and heating schemes will be supported¹³² provided that there is no significant harm to local amenity or to the built, historic and natural environments, in accordance with other policies in this Plan.
- 2) Major development¹³³ proposals will be required to submit an energy statement, demonstrating how the following will be applied and implemented in the proposal:
 - a) Supply energy efficiency, and;
 - b) Use of renewable energy.
- 3) Development proposals of more than 20 dwellings and/or non-residential development of over 1,000sqm or more of net additional floorspace will be required to incorporate measures to supply a minimum of 25% of the development's energy needs from renewable and/or low carbon technologies, in accordance with national technical standards, unless it can be clearly demonstrated with evidence that this is not feasible and/or viable for this form of energy provision.

Reasoned Justification

- 6.48. New developments can be a catalyst for decentralised energy network growth and major new developments should assess the feasibility and viability of incorporating measures to supply the developments energy needs from renewable and/or low carbon technologies.
- 6.49. The council will have regard to South 2 East local energy strategy, developed by the EM3 LEP and other South East LEPs, in delivering the Local Plan policy.

¹³² Except for applications relating to repowering of existing wind turbines, a proposed wind energy development involving one or more turbines should not be considered acceptable unless it is in an area identified as suitable for wind energy development in the development plan, in accordance with paragraph 154 of the NPPF.

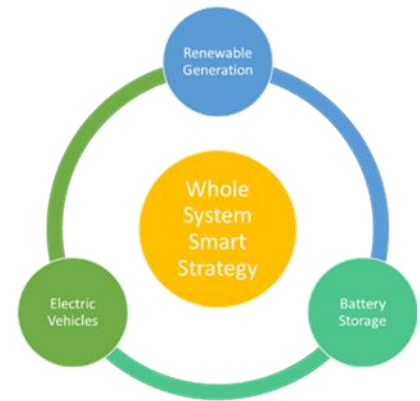
¹³³ Of 10 or more dwellings.



- 6.50. The NPPF includes specific support for community energy schemes, stating that ‘Local planning authorities should support community-led initiatives for renewable and low carbon energy, including developments outside areas identified in local plans or other strategic policies that are being taken forward through neighbourhood planning’.
- 6.51. Community energy schemes vary greatly in nature, and in general any impacts of schemes (e.g. visual impacts of solar) are offset by benefits to the local community, including financial returns for those who invest in shares (although the opportunity to invest is typically not limited to the local community) and benefits from profits reinvested locally.
- 6.52. The Surrey Heath Climate Change Study (2020) identifies that a primary climate change mitigation opportunity for the Local Plan is to support low carbon heating and heat networks. The Study notes that support for heat networks, or district heating schemes, should be a prominent spatial planning consideration, taking into account the location of strategic sources of heat and heat demand, support for concentrations of growth that will achieve the requisite density of heat demand and economies of scale, as well as support for mixes of uses in any given area such that there is a relatively smooth heat demand profile (also cooling) over time, and in particular across the day. Camberley town centre represents a major opportunity to deliver low carbon heating and cooling to thousands of residents and many local businesses.
- 6.53. The Council will consider opportunities to define Heat Priority Areas through the Local Plan. Opportunities in Surrey Heath could include Yorktown Industrial Area, Frimley Park Hospital and Camberley Town Centre. Should Heat Priority Areas be identified through the Local Plan, all sufficiently large and/or intensive proposals for development within such areas will be expected to demonstrate that consideration has been given to incorporating heat networks utilising low temperature heat sources/pumps or combined cooling, heating and power (CCHP).
- 6.54. To support a decarbonisation trajectory to net zero by 2050, as set out in Policy SS3a, the Council requires development proposals of more than 20 dwellings and/or non-residential development of over 1,000sqm or more of net additional floorspace to incorporate measures to supply a minimum of 25% of the development’s energy and needs from renewable and/or low carbon technologies.



6.55. The Surrey Heath Climate Change Study identifies that decentralised renewable power generation must be delivered alongside decentralised battery storage in order to balance supply and demand over the course of the day, and from day to day. This can be described as a Whole System Smart Strategy and will also be a critical tool in support of the electrification of heating (i.e. heat pumps). Such systems can be implemented at a range of scales, but of greatest relevance to the Local Plan is the community scale, where utility-scale battery storage systems connected to large renewable energy assets (e.g. rooftop solar arrays on public or industrial buildings) and integrated with publicly-available rapid charge hubs for electric vehicles and public realm power loads (e.g. street lighting).



Policy E6: Flood Risk and Sustainable Drainage

- 6.56. The Council will ensure that development in the Borough reduces flood risk and minimises the impact of flooding, seeking to direct development to areas of lowest flood risk. Surrey Heath is subject to flood risk from a variety of sources, the M3 motorway directly discharges through several parish areas and the elevated Chobham ridges can promote rapid run-off from heathland, through natural valleys and built up areas. The Blackwater River is a historic source of flood risk affecting the western areas of the Borough, although flood incidents have reduced since construction of the A331 and associated work undertaken to the river.
- 6.57. The Bourne river catchments can affect the parishes in eastern areas, collecting flows from large expanses of open heathland, through minor watercourse and main-river routes before confluence at the Borough boundary. The Chobham Ridges divide the Borough run-off into two distinct areas, to the west a drop off towards the Blackwater River via Camberley, Deepcut, Frimley, Frimley Green and Mytchett; and a drop to the east drains towards the Bourne rivers affects the parishes of Bagshot, Bisley, Chobham, Lightwater, West End and Windlesham.



Policy E6: Flood Risk and Sustainable Drainage

- 1) Flood zones in Surrey Heath Borough are defined based on the definitions contained within national Planning Practice Guidance (PPG)¹³⁴ and the Council's Strategic Flood Risk Assessment (Level 1)¹³⁵.
- 2) To ensure that development in the Borough reduces flood risk and minimises the impact of flooding, the Council will:
 - a) steer development to the areas with a lower risk of flooding;
 - b) apply the Sequential Test and Exception Test to site selection informed by existing evidence, where applicable; in accordance with the Surrey Heath Strategic Flood Risk Assessment;
 - c) consider all sources of flooding from fluvial, surface water, groundwater, sewers, reservoirs and ordinary watercourses;
 - d) apply the sequential approach to site layout by locating the most vulnerable uses in parts of the site at the lowest risk of flooding;
 - e) assess the cumulative impacts of development on flood risk;
 - f) account for the impacts of future climate change; and
 - g) safeguard the 'undeveloped' flood zone for flood management purposes, with the exception of the provision of essential infrastructure.
- 3) Development in areas at high or medium risk of flooding, as identified in the latest Surrey Heath Strategic Flood Risk Assessment and Environment Agency flood risk maps will be permitted provided it is demonstrated that:
 - a) a site-specific flood risk assessment demonstrates that the development, including access and egress, will be safe for its lifetime. This should take account of climate change, not lead to increased flood risk elsewhere and, where possible, reduce flood risk overall;
 - b) the vulnerability of the proposed use is appropriate for the level of flood risk on the site;
 - c) where required, the proposal passes the exemption test as outlined in the NPPF and national guidance;
 - d) site drainage systems are designed to contain the flood risk of a 1 in 100 year storm event, applying the appropriate allowance for the type of development and;

¹³⁴ Flood risk and coastal change section of the PPG, available here: <https://www.gov.uk/guidance/flood-risk-and-coastal-change>

¹³⁵ Surrey Heath Strategic Flood Risk Assessment 2020 (or as updated).



- e) the scheme incorporates flood protection, flood resilience and resistance measures appropriate to the site, giving due consideration to any neighbouring land or property.
 - f) for development proposals in the developed flood zone 3b, the footprint of the proposed building(s) is no greater than that of the existing building(s) and there will be no increase in vulnerability.
- 4) All development proposals are required to demonstrate that drainage provisions will be adequate and will not result in an increase of surface water run-off. Development should promote SuDS (Sustainable Drainage Systems) to manage surface water drainage, within the curtilage of the development. Where SuDS are provided, fully detailed documentation must be provided with the locations of any assets, maintenance regime and ownership (costs liability) clearly stated. Arrangements must also be put in place for the ongoing management and/or repair of any SuDS systems over their full lifetime. SuDS should:
- a) ensure that surface water containment with any associated flood risk is managed as close to the source as possible and does not increase flood risk elsewhere;
 - b) accord with all relevant building regulations, current at the time of development;
 - c) where appropriate, discharge of surface water to watercourse or sewer system is not to exceed pre-development (greenfield) runoff rates;
 - d) ideally be designed as multi-functional, incorporating storage (attenuation) into landscaping and public realm to improve amenity and biodiversity;
 - e) be designed with due consideration for ease of future maintenance and meeting potential climate change needs.
- 5) Development within Groundwater Source Protection Zones and Principal Aquifers will only be permitted provided if it can be demonstrated, through technical detail, that there will be no adverse impact on the quality of groundwater resource and it does not put any risk of the ability to maintain public water supplies.



Reasoned Justification

Strategic Flood Risk Assessment

- 6.58. The Strategic Flood Risk Assessment (2021) undertaken by Capita identifies sources of flooding as fluvial (main-river surcharge), excess surface water (leading to sewer inundation), groundwater, or a possible breach of the Basingstoke Canal. River flooding and excess surface water run-off inundating the available sewer provision are the primary causes of flood risk in the Borough, with older areas also experiencing flooding from combined sewers, where the foul sewer is the only available provision for disposal of surface water flows.
- 6.59. More specifically, the assessment shows that fluvial flood risk is generally concentrated along natural valleys and where the land eventually levels off, including large areas of risk in the Bourne catchment (predominantly rural, undeveloped land), as well as the Blackwater catchment where its tributaries flow through more restricted urban areas, resulting in a risk to businesses and property. The assessment identifies areas most likely to experience increased surface water flood risk are along roads, depressions (natural valley lines), and land immediately adjacent to watercourses. The risk from groundwater flooding and breach of the Basingstoke Canal is identified as being low risk.

Climate Change

- 6.60. There is increasing concern about the impacts of climate change on the global environment. In the UK, projections indicate that climate change will result in more frequent, short duration, high intensity rainfall and more frequent periods of long duration rainfall. These changes are likely to result in a more frequent occurrence of all types of flooding, including fluvial. The NPPF emphasises that development plans should take a proactive approach to mitigate and adapt to climate change, taking into account the long-term implications for flood risk. The SFRA (2021) includes consideration for the impact of climate change on flood risk within and beyond the plan period.



- 6.61. The SFRA (2021) identifies that most recent climate change guidance, at the time of this Level 1 SFRA, was published by the Environment Agency in February 2016¹³⁶. This guidance supports the NPPF and must be considered in all new developments and planning applications. The guidance includes climate change predictions for the anticipated change of peak river flow and peak rainfall intensity. The SFRA identifies that planners and developers should consider where development may be at risk (or increased risk) of flooding in the future when undertaking the Sequential and Exception Tests, and that they should consult with the local authorities and seek the latest available guidance.

New Development

- 6.62. The SFRA will be used in the determination of planning applications for allocated and windfall sites. New development will need to minimise flood risk, including risk from surface water sewers and watercourses, and applications should have full regard to the SFRA in developing proposals. Any proposed development within areas of flood risk will require flood management and mitigation measures, also demonstrating that the development is safe from flooding. Where appropriate or where requested by the planning authority, applications will need to be accompanied by a Flood Risk Assessment (FRA).
- 6.63. In accordance with the NPPF, as set out in footnote 55, site specific FRAs should be provided for:
1. Any development proposals located within Flood Zone 1, 2 and 3
 2. Any development site of 1 hectare or more
 3. Any land which the Environment Agency identifies as having critical drainage problems (no areas currently identified within Surrey Heath).
 4. Any land identified in a SFRA as being at increased flood risk in the future.
 5. Any land that may be subject to other sources of flooding, where its development would introduce a more vulnerable use.

¹³⁶ Environment Agency, February 2016. Flood Risk Assessments: Climate Change Allowances.



- 6.64. As identified in the SFRA (2021), where a FRA is required as part of the planning application, it is necessary for developers to prepare documents to the satisfaction of the decision maker who will seek the advice of the Environment Agency, Local Authority (Surrey Heath Borough Council) and the Lead Local Flood Authority (Surrey County Council) as necessary. Applicants are encouraged to demonstrate their proposal will deliver a betterment of the off-site flood risk. Site specific FRAs should be proportionate to the degree of flood risk, as well as appropriate to the scale, nature and location of the development. The applicant should consider all potential sources of flooding, as well as the vulnerability to flood risk over the development's lifetime including any potential impact of climate change. Where flood defences, both formal and informal, are located within close proximity of the site, the residual risk to the site should also be assessed.

SuDS

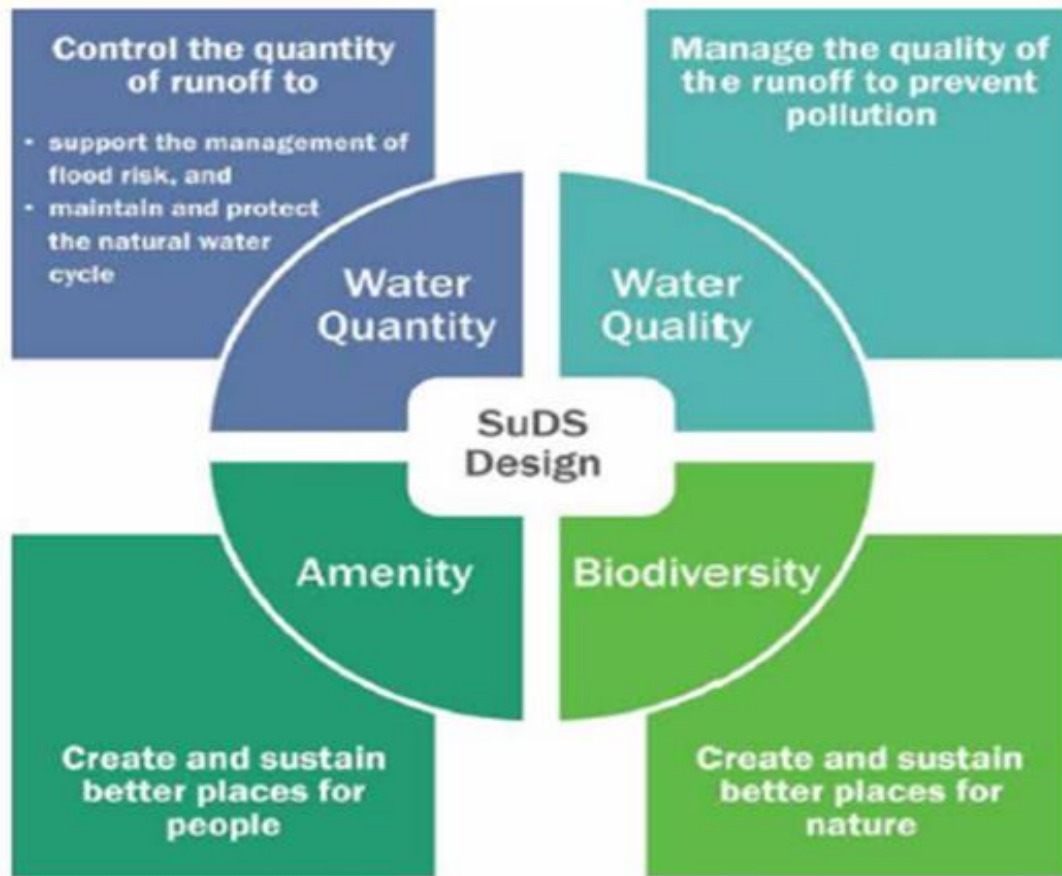
- 6.65. Surface water run-off and overland flow occurs when rainfall is unable to soak into the ground or enter drainage systems. Often surface water flooding can be short-lived, lasting only briefly after the rainfall event. However, flooding may persist in low-lying areas, where ponding occurs, or where there is a reliance upon entry to piped drainage systems that may be prone to blockage by conveyed debris such as leaves or other vegetation. Managing surface water flooding at its source is the most effective way of minimising run-off from a site and preventing flood risk to the surrounding area. The Council therefore promotes the use of sustainable (SuDS) techniques to control flows within developments, reducing flood risk both within the site and to neighbouring areas, in-turn reducing pollution and providing landscape and wildlife benefits. In addition, SuDS should be designed to ensure they remain effective for storm events, enabling a fast entry of flows into containment systems. Under national policy, all major planning applications will require the inclusion of SuDS design. Although it is not mandatory for smaller schemes¹³⁷ under current legislation, the Council does encourage use of SuDS wherever possible.

¹³⁷ Developments of less than 10 dwellings.



6.66. For SuDS to be fully sustainable they should seek to comply with the key SuDS principles as set out in Figure 9 below. Further guidance on SuDS is provided in the Surrey Heath SFRA.

Figure 9: Four Principles of SuDS Design¹³⁸.



Critical Drainage Areas

6.67. In accordance with the recommendations of the SFRA (2021), Surrey Heath Borough Council will continue to work with Surrey County Council to identify Critical Drainage Areas (CDAs), promote development policies to ensure that future development does not increase flood risk, and generally seek to reduce the existing risk wherever possible.

¹³⁸ Source: The SuDS Manual C753 Ciria (2015).



Policy E7: Landscape Character

- 6.68. Landscape character comprises the distinct set of elements that makes a landscape recognisable, and gives it a unique sense of place. The Borough contains a variety of landscapes, including heathland, farmland, river valleys and woodland which have a distinctive character and are a valuable resource for the Borough. In the countryside (including the Green Belt) key positive landscape attributes should be protected in order to preserve the landscape character of the Borough.

Policy E7: Landscape Character

- 1) Development proposals will be permitted which respond to and wherever possible enhance the special character, key positive landscape attributes, value and landscape setting of settlements.
- 2) Development proposals should demonstrate that:
 - a) they can integrate with, and positively contribute to the landscape character of the area;
 - b) they are sited and designed so as to avoid any adverse impact on key positive landscape attributes identified in relevant Landscape Character Assessments and Landscape Sensitivity Studies;
 - c) they are sited and designed to minimise landscape and visual impacts, in line with the analysis, guidance and strategies provided in relevant Landscape Character Assessments and Landscape Sensitivity Studies;
 - d) they consider cumulative impacts with other existing and proposed development;
 - e) there is no adverse impact on historic landscapes and registered parks and gardens; and
 - f) they respect the role the landscape plays in the setting of settlements as set out in relevant landscape sensitivity or other study.
- 3) Where development proposals will have an impact on the landscape, a comprehensive landscaping proposal to show how the development would successfully integrate with the landscape and surroundings will be required.



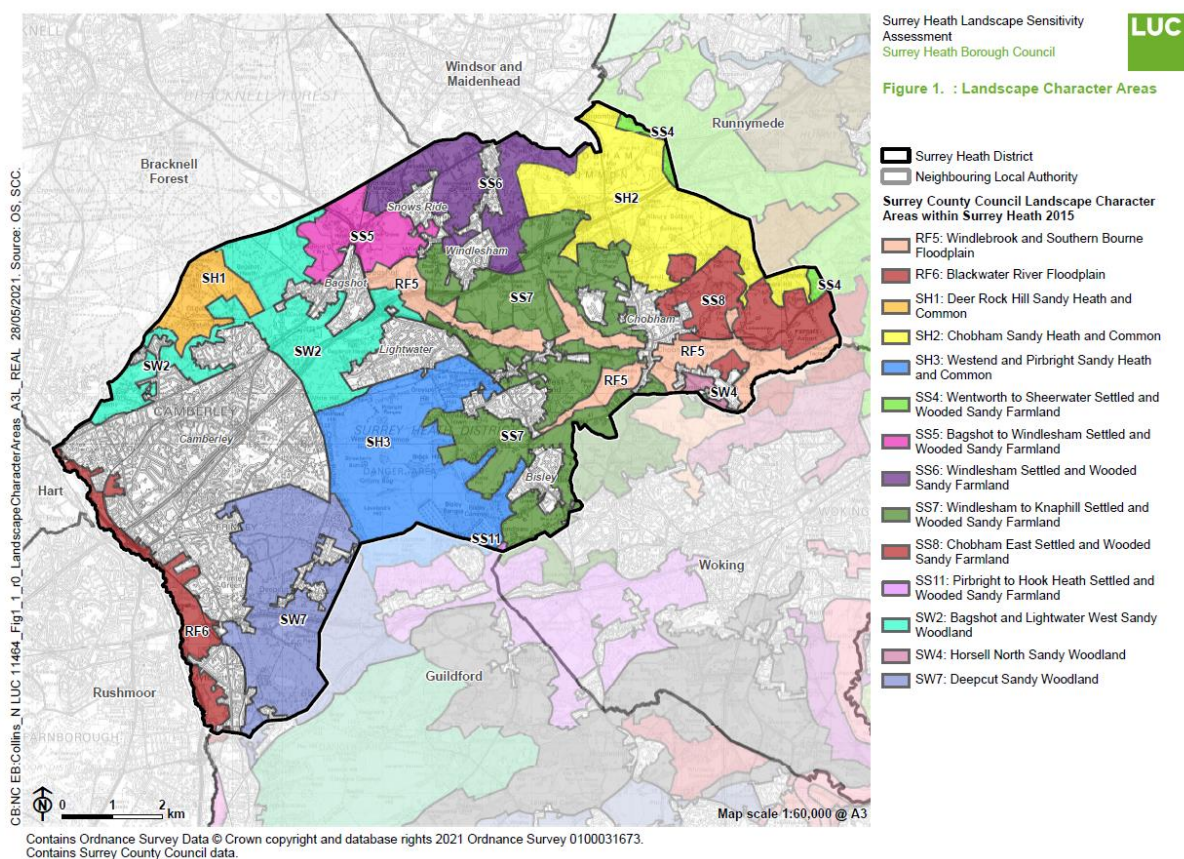
Reasoned Justification

- 6.69. The NPPF identifies that strategic policies should set out an overall strategy for the pattern, scale and quality of development and make sufficient provision for matters including the conservation and enhancement of the natural, built and historic environment including landscapes. The NPPF also seeks to ensure that developments are sympathetic to local character and history, including the surrounding built environment and landscape setting and sets out that planning policies and decisions should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes. The PPG also highlights that landscape character assessments should be prepared to complement Natural England's National Character Area profiles.
- 6.70. The diverse countryside of Surrey Heath plays a key role in defining the Borough's character and unique identity and is an important part of what makes the Borough an attractive place to live, work in and visit. The countryside within the Borough also performs a number of other roles, with 44% of land within the Borough forming part of the metropolitan Green Belt and as an area of importance for biodiversity in the central heathland areas.
- 6.71. The Surrey Landscape Character Assessment (2015) forms part of the evidence base from which development and management strategies can be derived, with particular reference to the conservation, enhancement or restoration of the landscape. A landscape character assessment is the process of mapping, classifying and describing the patterns and variations which contribute to the character of the landscape. The Surrey Landscape Character Assessment (2015) identified four broad Landscape Character Types (LCT)¹³⁹ within the Borough:
1. River Floodplains (RF)
 2. Sandy Heath and Common (SH)
 3. Settled and Wooded Sandy Farmland (SS)
 4. Sandy Woodland (SW)
- 6.72. These LCTs are further refined into 13 Landscape Character Areas¹⁴⁰ (LCA) as shown in Figure 10 below.

¹³⁹ Generic, often extensive, areas of landscape that share common features.

¹⁴⁰ Unique, discrete geographical areas of the Landscape Type.



Figure 10 – Landscape Character Areas

- 6.73. In order to better understand the relative sensitivity of the Borough's landscapes to residential development and identify opportunities for enhancement, the Council commissioned LUC to prepare a Landscape Sensitivity Assessment (2021) (LSA) for land outside settlements in the Borough. This study carried out strategic scale assessment of the LCA within the Borough and was guided by the advice contain in Natural England's 'Approach to landscape sensitivity assessment' (DEFRA, 2019).
- 6.74. The LSA study provided evidence of the underlying character of the landscape highlighting aspects of the landscape which are sensitive to future change and set out management guidelines for each of the character areas. The study assessed the landscape sensitivity as a measure of the resilience, or robustness, of a landscape to withstand specified change without undue negative effects on the landscape and visual baseline and their value.
- 6.75. Landscape sensitivity assessment requires judgements on both landscape susceptibility and landscape value (consensus about importance, which can be recognised through designation as well as through indicators of value such as landscape quality/ condition, scenic quality, rarity, representativeness, conservation interests, wildness, tranquillity and associations with particular people, artists, writers, or other media, or events in history).



- 6.76. The assessment set out the key characteristics and strategy (from the landscape character assessment), as well as a sensitivity evaluation and guidance on potential for mitigation and enhancement measures to reduce adverse effects on landscape and views and to maximise benefits arising from development. These guidelines should be taken into consideration when considering development proposals within these areas.
- 6.77. The landscape sensitivity can be used to inform planning decisions. Development proposals should take account of the landscape sensitivities and key positive landscape attributes of the site and surrounding area at an early stage of design. Proposals should strengthen and enhance landscape character and local distinctiveness wherever possible. This will include consideration of natural, socio-cultural, and perceptual aspects of character and using information set out in the Surrey Landscape Character Assessment and the Landscape Sensitivity Study and any subsequent studies. This information should be included in a design and access statement, masterplan, landscape proposal or Landscape and Visual Impact Assessment.
- 6.78. Proposals will be considered on a site by site basis based on their own merits, however they should ensure that any new landscape components are in character with the locality, form part of a coherent green infrastructure network and provide ecosystem services. It is important that valued features proposed for retention and areas for proposed enhancement and mitigation are clearly shown on a plan, as well as features that may be lost, so that the overall impact on landscape character can be properly assessed. A proportionate approach will be expected to be taken, based on the sensitivity of the landscape and the nature of the proposed development.
- 6.79. Appropriate measures will depend on the type of landscape in which the development is proposed, as set out in the Surrey Landscape Character Assessment and the Landscape Sensitivity Study. Management plans should be provided to indicate how the landscape will be managed to ensure its successful establishment and development.
- 6.80. The 2021 study also considers the built character of each landscape character area with particular reference to the presence of heritage assets that contribute to landscape character (i.e. valued features that may be designated as Conservation Areas, Scheduled Monuments, listed buildings, archaeological features or remains or other features). Landscapes with a higher density of historic features important to the character of the area are likely to be more sensitive to the introduction of modern development.
- 6.81. Registered Parks and Gardens also make an important contribution to the landscape character of the Borough and these are dealt with under heritage assets section later in the Plan (Policy DH7).



7. Section 7: Green Belt and Countryside

- 7.1. 44% of Surrey Heath is designated as part of the Metropolitan Green Belt. The main aim of the Green Belt is to prevent urban sprawl by keeping land permanently open. The essential characteristics of Green Belts are their openness and permanence. The Green Belt – including that in Surrey Heath – has a diverse range of functions. It protects land for agriculture, forestry and nature conservation; it is also a place for living and working in, as well as providing opportunities for people to access the countryside.
- 7.2. The Green Belt within Surrey Heath will be preserved and enhanced, in line with national policy. The National Planning Policy Framework (NPPF) sets out that, by definition, inappropriate development is harmful to the Green Belt and should not be approved except in very special circumstances. The NPPF indicates that whilst the construction of buildings within the Green Belt is generally inappropriate, there are some exceptions. It also sets out where the overall openness of the Green Belt should be preserved in order to prevent certain other forms of development from being inappropriate. This enables the Green Belt to continue to respond to changing needs.
- 7.3. The following policies set out the approach to development within the Green Belt in Surrey Heath and apply in addition to guidance set out within the NPPF.

Policy GBC1: Development of new buildings within the Green Belt

Policy GBC1: Development of new buildings within the Green Belt

New Buildings

- 1) The construction of new buildings in the Green Belt is considered inappropriate and will not be permitted unless very special circumstances can be demonstrated.
- 2) Development proposals will only be permitted where they are consistent with the exceptions listed in national planning policy and are consistent with Green Belt policies within the Local Plan.
- 3) Where new buildings are proposed to replace buildings that are not lawful or are temporary in nature, the loss of these will not be taken into account in assessing the proposal.

Replacement Buildings

- 4) The replacement of an existing, lawful building with a new building in the same use will be permitted where it does not cause material harm to the openness of the Green Belt. Proposals for replacement buildings will be



permitted where:

- a) the floor space, volume and height of the resultant building is not materially larger than that it is to replace; and
- b) the siting or the position of the proposed building substantially overlaps that of the original building.

Proposals affecting Previously Developed Land

- 5) The limited infilling or partial or complete redevelopment of previously developed land will be permitted where it is in line with national policy.
- 6) In assessing proposals for the partial or complete redevelopment of previously developed land, regard will be had to:
 - a) the existing and proposed floor space and volume of the development;
 - b) the general height and storeys of existing and proposed buildings and their disposition around and within the site.

Limited Infilling

- 7) Exceptionally, limited infilling may be acceptable within the Green Belt outside of defined settlement areas as designated on the Policies Map where it can be demonstrated that the site should be considered to be within the village, such applications will be determined on a case-by-case basis.

Other development

- 8) Certain other forms of development are also considered not inappropriate in the Green Belt provided they preserve its openness and do not conflict with the purposes of including land within it, and these are listed in the NPPF.

Reasoned Justification

New and Replacement Buildings

- 7.4. In accordance with the NPPF, the Council recognises that in certain circumstances, new buildings are not inappropriate in the Green Belt. Where possible, new development should positively enhance the beneficial use of the Green Belt and be appropriate in scale, form and function to minimise development and preserve the openness of the Green Belt.
- 7.5. When considering proposals for replacement buildings and the redevelopment of previously developed land, the starting point is an assessment of the impact of existing development upon the openness of the Green Belt in comparison to the quantum of development proposed. For example, an existing area of hard standing can be regarded as 'development' but its impact on openness is significantly less than a proposed building.



- 7.6. In assessing proposals for replacement buildings, the Council will calculate volume using the basic formula of area multiplied by height, based on the external structure. Floor space will similarly be calculated on gross external area. In calculating floor space, the Council will take into account useable space under roofs¹⁴¹, covered balconies and mezzanine floors. The inclusion of a basement to increase floor space does not preclude it from being taken into account when considering whether a proposed replacement building is materially larger. Basements may also be considered to impact upon the openness of the Green Belt, depending on their design. For instance, a basement that is wholly subterranean and served only by discreet light wells, ventilation systems or means of escape will have a lesser impact upon openness than one that is only partially subterranean.
- 7.7. As a general guide, replacement buildings that would represent an increase in floor space and volume of more than 30% over and above the size of the buildings they replace are likely to be regarded as materially larger. In respect of proposals affecting previously developed land, different locations and forms of development will present different site-specific characteristics. In this regard, the details of any application will be judged on its own individual merits.
- 7.8. The impact of any other ancillary aspects of a development proposal including (but not limited to) garages and other outbuildings, walls and gates, areas of hardstanding and their use and external storage on the openness of the Green Belt will be considered under the requirements of the NPPF. Cumulatively, these may have an unacceptable impact on the openness of the Green Belt.

Previously Developed Land

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

¹⁴¹ Useable space is taken to be any area with a head height exceeding 1.5m.



- 7.10. In respect of siting, applicants are encouraged to take the opportunity to make improvements to the openness of the Green Belt where possible, taking into account the particular visual sensitivity of open and prominent locations. This could include focusing development in a less conspicuous or open part of a site or removing a sprawl of buildings in favour of a single, cohesive development that leaves the remainder of the site open.
- 7.11. In cases where the successful implementation of a proposal is not physically dependent upon the demolition of an existing building, but the demolition of an existing building is considered integral to the acceptability of the scheme on Green Belt grounds, conditions and where necessary, legal agreements, will be used to secure demolition of the identified existing buildings, either prior to construction or as otherwise agreed with the Local Authority. In some instances, the Council may also apply conditions to remove permitted development rights. In such cases, the Council will also expect any buildings constructed under permitted development following the granting of the consent to be demolished prior to construction. This will also be controlled by condition.

Limited Infilling

- 7.12. As set out within the NPPF, development within villages in the Green Belt is restricted to limited infilling. For the purposes of this policy, limited infilling is considered to be the development of a small gap in an otherwise continuous built-up frontage, or the small-scale redevelopment of existing properties within such a frontage. It also includes infilling of small gaps within built development. The infill plot should be comparable in size and shape to those developed plots which adjoin the site and must have an existing frontage to a road. It should be appropriate to the scale of the locality and not have an adverse impact on the character of the surrounding countryside or the local environment.
- 7.13. Case law has now established that limited infilling is applicable to all villages and not restricted to sites that fall within identified settlement boundaries in local plans. The built form of villages inset within the Green Belt, including Chobham, Windlesham, Bagshot, Lightwater, West End and Bisley extends wider than the settlement boundary. In some exceptional circumstances, proposals in these locations may also be considered to form part of an adjacent village, even if they lie outside of the defined settlement area. Such proposals will need to be assessed on a case-by-case basis. There are a number of considerations to take account of when assessing whether a site is located within a village. This will include factors such as the pattern of development and the proposed development's relationship to the built-up area of the village and the surrounding countryside. It is expected that infill plots will be clearly connected to the defined settlement area by continuous built development. Infill development will not be permitted where it would result in the merging of settlements.
- 7.14. For the avoidance of doubt, settlements at Castle Grove, Mimbridge and Brickhill are not considered to constitute villages for the purposes of this Policy.



Policy GBC2: Development of Existing Buildings within the Green Belt

Policy GBC2: Development of Existing Buildings within the Green Belt

Extensions or alterations to an existing building

- 1) The extension or other alteration of a building will be permitted where it does not result in disproportionate additions over and above the size of the original building and does not cause material harm to the openness of the Green Belt. In assessing proposals for the extension or alteration of existing buildings, regard will be had to:
 - a) the floor space, volume and height of the proposed development together with any previous extensions or enlargements, including works carried out under permitted development;
 - b) any changes to roof form;
 - c) alterations to footprint which may increase the spread and site coverage or materially increase the prominence of the building.

Re-use of buildings

- 2) The re-use of buildings will be permitted where proposals preserve the openness of the Green Belt. In assessing proposals for replacement buildings, regard will be had to:
 - a) the condition of the building, which must be structurally sound and capable of conversion without major alterations, adaptations or reconstruction;
 - b) the extent of ancillary works or features required to support the re-use of the building, such as external storage, hardstanding, car parking, boundary walling or fencing and the impact that this would have upon the openness and character of the Green Belt;
 - c) whether the proposal would restore/retain a building of architectural or historic interest.

Reasoned Justification

- 7.15. The extension or alteration of a building in the Green Belt is not considered in national or local planning policy to constitute inappropriate development, providing that the proposed development is not disproportionate to the size of the original building and therefore by definition harmful to the openness of the Green Belt. In line with national planning policy, the original building is taken to be the building as it existed on 1 July 1948 or, if constructed after 1 July 1948, as it was built originally.



- 7.16. In assessing proposals for extensions or alterations, the Council will calculate volume using the basic formula of area multiplied by height, based on the external structure. Floor space will similarly be calculated on gross external area. In calculating floor space, the Council will take into account useable space under roofs¹⁴², covered balconies and mezzanine floors. The inclusion of a basement to increase floor space does not preclude it from being taken into account when considering proposals for extensions. As a general guide, extensions that would represent an increase in volume and floor space of more than 30% over and above the size of the 'original' building are likely to be regarded as a disproportionate addition.
- 7.17. Case law has indicated that proposals to erect a new ancillary building in close proximity to a main building may be treated as an extension to the main building, taking into account the proximity of the proposed building to the main building. This will be assessed on a case by case basis. The volume and footprint of any lawful existing buildings to be demolished within a site may in some cases be included in the increase in volume and floor space of the extension, taking into account their size, permanence, design and proximity to the building to be extended.
- 7.18. In cases where the successful implementation of a proposal is not physically dependent upon the demolition of an existing building, but the demolition of an existing building is considered integral to the acceptability of the scheme on Green Belt grounds, conditions and where necessary, legal agreements, will be used to secure demolition of the identified existing buildings, either prior to construction or as otherwise agreed with the Local Authority. In some instances, the Council may also apply conditions to remove permitted development rights. In such cases, the Council will also expect any buildings or extensions constructed under permitted development following the granting of the consent to be demolished prior to construction. This will also be controlled by condition.
- 7.19. The re-use of agricultural or rural buildings provides opportunities for the diversification of the rural economy and contributes to the economic growth of the area. It can also contribute towards the reduction in demand for new buildings in the Green Belt and can be a means of conserving traditional buildings which are a distinctive feature within the Borough's rural landscape. Buildings can often be converted without causing material harm to the open character of the Green Belt. However, the Council recognises that particular uses or levels of use can either directly or indirectly have an adverse effect. For example, whilst the re-use of a vacant building for residential accommodation in itself may be acceptable, some associated features such as fences and walls, driveways, domestic paraphernalia and ancillary buildings could harm the openness of the Green Belt. The effect of these and similar features will be assessed when dealing with re-use applications.

¹⁴² Useable space is taken to be any area with a head height exceeding 1.5m.



- 7.20. The re-use of buildings that are not lawful, or that are temporary in nature, will not be permitted.
- 7.21. The re-use of buildings may also give rise to the need to re-accommodate the displaced use. The proposal should not result in the need to construct an additional building unless it can be clearly demonstrated that the building to be re-used is no longer suitable to accommodate the use concerned and the new building is otherwise compliant with the NPPF and Policy GBC1.

Policy GBC3: Equestrian Uses in the Green Belt and Countryside beyond the Green Belt

- 7.22. Within the rural areas of Surrey Heath there are many equine related businesses and facilities ranging from large scale livery stables and stud to small scale private equestrian facilities.
- 7.23. Equine related development can impact upon rural areas through the proliferation of associated ancillary development, overgrazing of pasture and overuse of Bridleways. However, the Council also recognises the positive role that equestrian use can play in the rural environment if properly managed and the positive role it has to play in the rural economy and access to recreational opportunities.

Policy GBC3: Equestrian Facilities

- 1) Equestrian related development within the Green Belt and Countryside beyond the Green Belt will be permitted where the following criteria are met:
 - a) The amount of development proposed is demonstrated to be reasonably related to its intended use and the amount of pasture land available;
 - b) The re-use of existing buildings is prioritised;
 - c) Any new development required to accommodate the use has been demonstrated to be necessary and is suitable in respect of its siting, design, scale, layout, external materials and appearance;
 - d) The proposal would not adversely impact upon the character of the landscape, the nature conservation value of the land and the quality of the pasture, by reason of overgrazing or otherwise;
 - e) The development would not have a detrimental effect on the amenity of neighbouring properties and the wider local area by reason of noise, smell, overlooking, light pollution or other general disturbance in accordance with Policy E4; and



- f) The development is sustainably located in terms of general accessibility and in relation to the existing bridleway network, and will not result in the over-use or deterioration of bridleways nor cause a hazard to other highway users.
- 2) In addition to the criteria above, proposals for equestrian facilities within the Green Belt will be expected to preserve the openness of the Green Belt and not conflict with the Green Belt purposes and be consistent with Policies GBC1 and GBC2.

Reasoned Justification

- 7.24. The Council will seek to ensure that the scale of any equestrian related development, including cumulative impacts, is appropriate to its current or proposed operation, whether private facilities or commercial businesses. The Borough Council considers that equestrian related development should retain or maintain a compact form and will resist proposals which would lead to dispersed forms of development. The Borough Council will seek to ensure that any stabling and ancillary development is appropriately scaled and sited in order to maintain the open and rural character of the countryside and Green Belt.
- 7.25. The level of provision of pasture proposed for horses will be assessed on a case-by-case basis. The Council will also look at any constraints on the use of the land such as existing or proposed buildings and landscape features e.g., access tracks, trees or watercourses, which would reduce the total amount of 'useable' pasture available for horses. Applications for stables or looseboxes on land below 0.4 hectares may only be considered acceptable where the applicant demonstrates an adequate provision of accessible, available land to allow for the proper care (exercise and grazing) of the proposed number of horses. In all cases, applicants will be expected to demonstrate the adequate provision of land to allow for the proper care of horses, including stabling, grazing and exercise, in accordance with the Equine Industry Welfare Guidelines¹⁴³ and the British Horse Society standards¹⁴⁴.

¹⁴³ Available online at: <https://newc.co.uk/mp-files/newc-welfare-compendium.pdf/>.

¹⁴⁴ Available online at: <https://www.bhs.org.uk/advice-and-information/horse-care>.



Policy GBC4: Development within the Countryside

- 7.26. Beyond the Green Belt, Surrey Heath includes areas of open countryside which separate the settlements of Camberley and Frimley, Mytchett, Deepcut, Bagshot and Lightwater. Incorporating extensive tracts of open heathland and gently undulating woodland, the countryside of Surrey Heath plays a key role in defining the Borough's character and is an important part of what makes the Borough an attractive place to live, work in and visit. In addition to playing a key role in the Borough's character, the countryside within the Borough performs a number of other roles: as an area of importance for biodiversity in the central heathland areas, as a leisure resource for the Borough and as a location for army barracks, military ranges, training areas and test tracks.
- 7.27. Within Surrey Heath, the intrinsic rural character of the countryside will be protected and enhanced; coalescence of settlements and the encroachment of inappropriate development into rural areas will be resisted. The countryside is therefore subject to a restrictive policy approach that recognises its intrinsic character, whilst ensuring that the countryside is able to respond to changing needs through appropriate, small-scale development.

GBC4: Development within the Countryside

- 1) The Council will protect areas of countryside for their intrinsic character and beauty. Development within the countryside beyond the Green Belt will only be permitted where it meets one or more of the following:
 - a) It consists of the re-use of a permanent and lawful building for alternative uses;
 - b) It comprises an extension or the replacement of an existing building;
 - c) It would meet proven essential need of a rural worker to live permanently at or near their place of work;
 - d) It supports the development or diversification of agricultural and other land-based enterprises;
 - e) It would provide for the growth and expansion of businesses in rural areas in accordance with Policy ER5;
 - f) It consists of operational development directly linked to institutional and other facilities and the need is proven;
 - g) It provides an exception site suitable for first time buyers in line with Policy H10 – First Homes Exception Sites;
 - h) It relates to the partial or complete redevelopment of previously developed land;



- i) Provides small scale, informal recreation facilities required in association with a new or existing outdoor recreation use; and,
 - j) Other minor forms of development ancillary to the development/uses set out above.
- 2) Development within the countryside must:
- a) not lead to harmful physical or visual coalescence between settlements;
 - b) be sustainable for the proposed use and of a high quality of design;
 - c) not cause unacceptable harm and where possible, enhance the open character and integrity of the countryside.
- 3) The Council will encourage schemes that result in environmental and landscape improvement, enhance biodiversity and nature conservation, and support better accessibility by sustainable means.

Reasoned Justification

7.28. It is recognised that some development can take place which is beneficial to the countryside and the people that live and work there. Development in the countryside will therefore be permitted where it can be demonstrated that a countryside location is necessary and sustainable. Inappropriate forms and types of development will not be supported.

Rural workers

7.29. For the purposes of this policy rural workers are defined as workers engaged primarily in farming, forestry or other rural based industries. In assessing need, account will be taken of whether there is a clear functional requirement for the person to be readily available on the site. Consideration will also be given to whether the worker is fully or primarily employed on the site, whether the business is financially sound and has a clear prospect of remaining so, the size of the proposed dwelling (which should be commensurate with the established functional requirement); and whether the need can be met by an existing dwelling on the site. Evidence on these matters should be submitted with any planning application. An appropriate condition or legal agreement restricting occupancy will be required to ensure it remains for the purpose for which it was granted. Applications which are primarily made on the grounds of providing security will not generally be supported.



Economic growth

- 7.30. There are a number of commercial and institutional uses operating in the countryside where development may be required for operational purposes or to support sustainable economic growth. Such uses include educational and training institutions, Ministry of Defence facilities, offices and agricultural and land-based business which require a rural location. Development proposals within these sites should be appropriate in scale to the site's rural context and should be located, designed and mitigated in a way that minimises their impact on the countryside, for example by siting new buildings within the existing built envelope.

Homes

- 7.31. It is important to deliver a wide choice of homes to meet the needs of different groups in the community including planning for affordable homes in rural areas, and for specialist types of housing. To meet identified local housing needs, it may be appropriate to permit first homes exception sites within the countryside, in line with National Policy.

Previously developed land

- 7.32. In considering the impact of proposals for the redevelopment of previously developed land and replacement buildings upon the openness of the countryside, the scale and impact of the proposed development will be compared with the scale and impact of any existing building(s) to be demolished. Applicants will be encouraged to take the opportunity to make improvements to the openness of the countryside where possible, which could include focusing development in a less conspicuous or open part of a site or removing a sprawl of buildings in favour of a single, cohesive development that leaves the remainder of the site open.
- 7.33. Buildings can often be converted without causing material harm to the character of the countryside. However, the Council recognises that particular uses or levels of use can either directly or indirectly give rise to adverse impacts. For example, whilst the re-use of a vacant building for residential accommodation in itself may be acceptable, some associated features such as fences and walls, driveways, domestic paraphernalia and ancillary buildings could harm the open character of the area. The effect of these and similar features will be assessed when dealing with re-use applications. The re-use of buildings may also give rise to the need to re-accommodate the displaced use. The proposal should not result in the need to construct an additional building unless it can be demonstrated that the building to be re-used is no longer suitable to accommodate the use concerned.
- 7.34. New development should not lead to the host building becoming more visually intrusive in the countryside.



Small scale and ancillary developments

- 7.35. Small scale developments such as interpretation boards or shelters, small interpretation centres, bird watching hides and minor car parking areas will be permitted where they enable enhanced enjoyment of the countryside, particularly rights of way, for visitors, subject to there being no significant adverse impacts for example on landscape, ecology, designated sites, and traffic.
- 7.36. The impact of any other ancillary aspects of a development proposal such as outbuildings, walls and gates, areas of hardstanding and their use and external storage on the character and integrity of the countryside will be considered. Cumulatively, these may have an unacceptable impact on the countryside.

Separation of settlements

- 7.37. In some parts of the Borough the towns and villages are relatively close together. Maintaining the separation between settlements will ensure that the settlements remain distinct from each other, in addition to providing green infrastructure benefits and supporting wildlife networks close to settlements. Development on the edge of these settlements can reduce the physical extent of the gap and development within the gaps themselves could reduce the visual separation of settlements. Development of any type that would result in a perception of the settlements coalescing and losing their separate identity will be refused. In some circumstances limited development may be acceptable, for example where the proposal is of a rural character, e.g., agricultural buildings, and has a very limited impact on the existing gap between the settlements.



Policy GBC5: Gordon's School, West End

- 7.38. Gordon's School lies wholly within the Green Belt to the north of West End. The school is a non-selective state boarding school which caters for around 850 students aged 11 –18.

Policy GBC5: Gordons School

- 1) Proposals for redevelopment or infilling on the site as shown on the Policies Map should not have a greater impact on the openness of the Green Belt than the existing development in line with Policies GBC1 and GBC2.
- 2) In addition, development proposals should:
 - a) form part of a comprehensive masterplan for the site; and
 - b) not affect the significance or setting of the Grade II listed buildings within the site in line with Policy DH7; and
 - c) not exceed the general height of the existing buildings; and
 - d) demonstrate that there are no alternative locations for the proposed development on site that will have a more minimal impact on the openness of the Green Belt or on heritage assets; and
 - e) incorporate sympathetic boundary treatment to mitigate the visual impact of the School site on the surrounding countryside.

Reasoned Justification

- 7.39. Gordon's School was founded as the Gordon Boys' Home in 1885 by public subscription as a National Memorial to Gordon of Khartoum, an officer of the Corps of Royal Engineers, who was killed in 1885. The school website claims that the idea came from Queen Victoria, who was its first patron. The reigning monarch of the United Kingdom has been patron ever since.
- 7.40. The school site covers an area of about 17.7 ha with a core area of about 6.5ha. The site straddles the A319 Bagshot Road. The main campus is to the south of Bagshot Road and comprises a range of buildings dating from late 19th Century to more modern teaching accommodation. There are four Grade II listed buildings in the core part of the site.
- 7.41. The northern part of the site contains the main playing fields, car parking and ancillary buildings. A new sports hall with changing rooms and ancillary facilities and a new All Weather Pitch were permitted in 2018 and are expected to be completed in 2021. A footbridge link over Bagshot Road links the two parts of the site.
- 7.42. The area included within this Policy comprises previously developed land. The school is a high performing school and over the lifetime of this Plan may require further alterations and improvement. Any development will have to meet national and local Green Belt policy requirements as well as the criteria set out in GBC5.



8. Section 8: Design and Heritage

Policy DHI: Design Principles

- 8.1. New development will be required to achieve a high quality of design that responds effectively to the needs and character of the area in which it is set and contributes positively to the retention and enhancement of the quality of life of existing and future communities. The Council will strive to ensure that new development leads to the creation of beautiful and sustainable buildings and places.
- 8.2. Good design can create and sustain economically and socially successful places with a clear identity that promote healthy living and a strong sense of community. Places should be well-connected, easy to navigate, provide natural security through layout and design whilst providing attractive, well defined and overlooked streets, roads and spaces with clear thought given to the relationship between land uses and their surrounding environment.

Policy DHI: Design Principles

- 1) All development must achieve a high standard of design that positively contributes to placemaking. Development proposals should be design-led and will be of a high quality and inclusive design that respects local distinctiveness and utilises opportunities to improve the character and quality of the area.
- 2) Development will be permitted where it is demonstrated that it:
 - Local character**
 - a) respects the distinct local character of the area and responds to and reinforces locally distinct patterns of development and their rural, village or urban setting paying particular regard to height, scale, materials, massing and bulk.
 - b) incorporates a level of architectural detail and use of materials that responds to the distinct local character of the area.
 - c) protects trees and other vegetation worthy of retention and includes high quality hard and soft landscaping that respects the distinct local character.
 - d) would not have a detrimental impact upon heritage assets or their setting, in line with their significance.
 - Residential amenity**
 - e) provides a high standard of residential amenity, including privacy and amenity space for future occupants appropriate to the proposed use.



- f) would not adversely affect the amenities enjoyed by the occupants of neighbouring properties, having regard to loss of daylight and sunlight, loss of privacy, overbearing impact and pollution.

Climate Change

- g) contributes positively towards climate change mitigation and adaptation by incorporating measures to reduce environmental impact and build resilience in accordance with Policy SS3b.

A Healthy Place

- h) enables and supports healthy lifestyles, in accordance with Policies SS3a and SS3b, taking into account the design of buildings and neighbourhoods.

Safe, connected and efficient places

- i) maximises permeability to enable good pedestrian and cycle movement through the development to support healthy living and the creation of a high quality public realm.
- j) connects appropriately to existing street patterns, taking into account connectivity with the surrounding area, local services and, where relevant, the relationship and connectivity between the development and other sites allocated under Policy HAI – HA4.
- k) successfully integrates functional needs such as refuse, recycling, bicycle and car parking.
- l) takes account of the needs and practicalities of services and long term management of public and shared private spaces and facilities.
- m) maximises the opportunity for linkages between green spaces and public places.

Crime prevention and security measures

- n) would reduce opportunities for crime and antisocial behaviour through the layout, specification and positioning of buildings, spaces and uses in line with national Secured by Design standards.
- o) provides a safe and legible structure for public realm and private spaces.

Access and inclusion

- p) meets the needs of all users, taking into account the setting of the building in the wider environment, the location of buildings within the site, the gradient of the plot, transport infrastructure and public realm.
- q) is flexible towards future adaptation in response to changing life needs.

Infrastructure to create smart places

- r) includes provision of up to date digital communications infrastructure in accordance with Policy IN3.



- 3) in developing proposals, regard should be had to local design and character guidance contained within Conservation Area Appraisals, Neighbourhood Plans and Supplementary Planning Documents (SPDs).

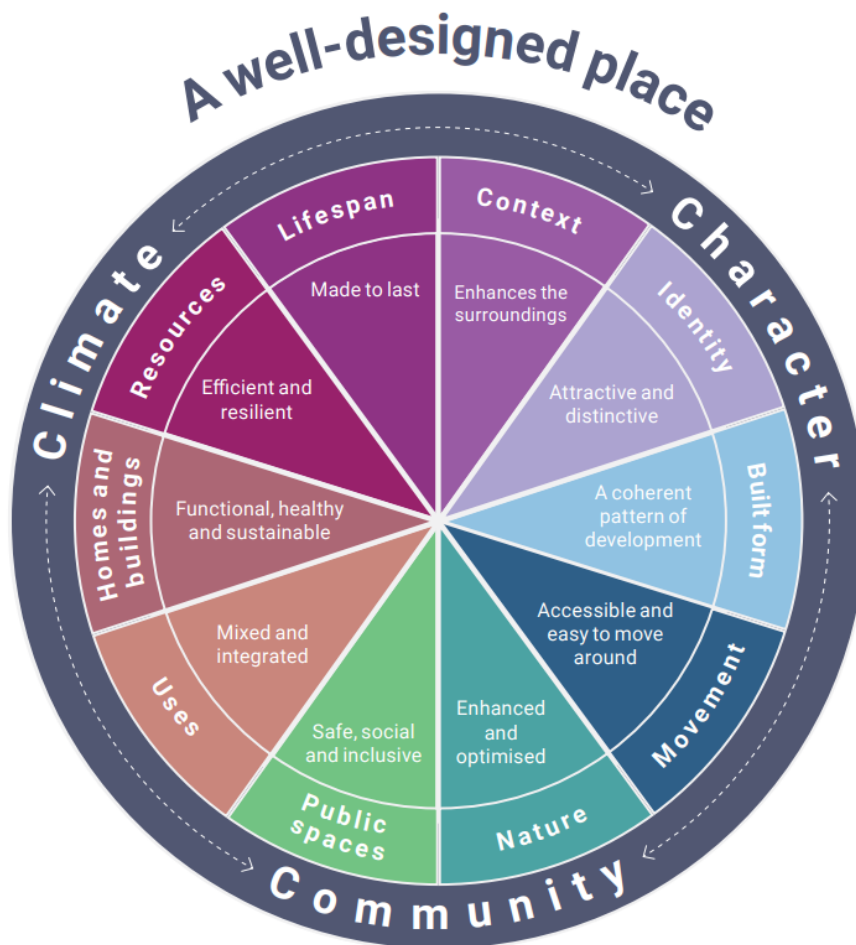
Reasoned Justification

- 8.3. The NPPF makes clear that creating high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development and creates better and healthier places in which to live and work.
- 8.4. Planning Practice Guidance signposts to the National Design Guide¹⁴⁵ for detailed guidance and also advocates the application of assessment frameworks such as the Building for a Healthy Life assessment framework. The National Design Guide illustrates how well-designed places, which are beautiful, healthy, greener, enduring, and successful, can be achieved in practice. The National Design Guide sets out the ten characteristics of well-designed places, which work together to create physical character, nurture and sustain a sense of community and work positively to address environmental issues affecting climate change. Figure 11 shows a visual illustration of the ten characteristics of well-designed places.
- 8.5. The National Model Design Code provides detailed guidance on the production of design codes, guides and policies to promote successful design and expands on the ten characteristics of good design set out in the National Design Guide. Design codes can provide a framework for creating healthy, greener, environmentally responsive, sustainable and distinctive places, with a consistent and high-quality standard of design.

¹⁴⁵ Available online at: <https://www.gov.uk/government/publications/national-design-guide>.



Figure 11: The National Design Guide ten characteristics of well-designed places



8.6. The Council recognises that good design is indivisible from good planning. A range of economic, social and environmental benefits flow from high quality design; it creates attractive, sustainable and resilient places that function effectively for all users. Poor design on the other hand has the potential to detract from people’s day to day lives through poor building relationships, car dominant layouts and substandard public realms which add little to local distinctiveness; it can contribute to poor physical and mental health and without an attractive, high quality physical environment, places may struggle to attract investors and visitors. The Council is therefore committed to ensuring that the design of all types of development is of a high quality.



- 8.7. Policy DHI covers all forms of development within the Borough, however it is recognised that not all criteria will apply to all forms or scales of development. For example, development proposals for householder extensions will need to have particular regard to the impact of development upon character and residential amenity, but will not be capable of maximising connectivity or opportunities for pedestrian and cycle movement. As such the application of Policy DHI should be proportionate to the development proposed.
- 8.8. High quality design should respond to and enhance local character, whether rural, village or urban, through its positive contribution towards architecture, public spaces and natural and historic environments¹⁴⁶, whilst allowing for innovative and forward thinking design. The relationship of the built environment to the landscape must be taken into account and the transition from rural to urban character will need to be reflected in the design of development proposals, with green approaches to settlements respected.
- 8.9. Building in connectivity and permeability to developments has multiple benefits that extend beyond site boundaries. By increasing connectivity between people, places and services, places become more sustainable, vibrant and healthy. Considerations in respect of connectivity will vary depending on the scale and location of development and the opportunities provided by the local area. Opportunities to build in connectivity and permeability to developments should be identified at the outset when considering the design of new development proposals. Particular regard should be had to maximising connectivity between sites allocated under Policy HAI where they adjoin, or lie in close proximity to one another.
- 8.10. The built and natural environment is a key environmental determinant of health and wellbeing outcomes. The design of buildings and places is intrinsically linked to human health. It is estimated that illness and injuries caused by poor housing cost the NHS £1.4 billion a year¹⁴⁷. Poor quality housing has particularly detrimental effects on the people who spend most time at home, such as the elderly, young children, people who are ill, home-workers and the unemployed. New buildings and places offer the opportunity to deliver high quality, healthy, efficient homes and spaces for generations to come. Good quality homes and neighbourhoods will support and enhance the physical and mental health of the people who live there. Adaptable and accessible homes help people remain independent and in good health for longer, supporting their participation in their community and wider society.

¹⁴⁶ Including the setting of designated and non-designated heritage assets.

¹⁴⁷ See BRE (2016) The full cost of poor housing. Available online at: www.brebookshop.com/samples/327671.pdf.



- 8.11. The Surrey Heath Climate Change Study¹⁴⁸ identifies the contribution that good design plays in addressing climate change mitigation and adaptation. A good quality home will be designed to keep people healthy in our future climate, allowing for warmth through the winter months while avoiding overheating during the summer months through appropriate design. The design of new development should also consider the potential to maximise the provision of onsite renewable energy¹⁴⁹, for example solar PV, through appropriate design. Further guidance will be provided through a Climate Change and Green Infrastructure SPD.
- 8.12. The Council supports the delivery of walkable neighbourhoods, including the principles of the 20 minute neighbourhood, recognising that a complete, compact and connected neighbourhood where people can meet their everyday needs within a short walk or cycle has multiple benefits including boosting local economies, improving people's health and wellbeing, increasing social connections in communities, and tackling climate change.
- 8.13. In 2015 a security element was introduced within the Building Regulations in England, however this addressed the detailed design of dwelling houses only, omitting other forms of development and the wider built environment. High quality, well-planned design can reduce the opportunity for crime and anti-social behaviour beyond the front door through careful consideration of the layout, materials and environmental design of development. Secured By Design (SBD) is a police initiative that provides useful guidance on crime prevention and security measures and promotes improvements to the security of both buildings and the wider public realm to provide safe places to live, work, shop and visit.
- 8.14. Policy HI sets out accessibility requirements for new dwellings, however accessibility should not be a consideration for new dwellings alone; it is essential for accessibility considerations to be taken into account at the outset when considering the design of new development proposals. This will ensure that developments are resilient to changing needs and inclusive, enabling access to as many people as possible, regardless of age, gender and disability.

¹⁴⁸ Available online at:

www.surreyheath.gov.uk/sites/default/files/Surrey%20Heath%20Local%20Plan%20-%20Climate%20Change%20Study.pdf.

¹⁴⁹ Either for installations during construction or to be added at a later date.



- 8.15. To encourage high quality design, the Council will expect strategic proposals incorporating 50 or more dwellings or exceeding 10,000sqm in floor space to be subject to assessment by a Design Review Panel. Design Review Panels are organised by Design South East (DSE) and provide impartial expert advice to applicants and local authorities on design issues in relation to important new development schemes. The Design Review Panel's feedback is a material consideration for local authorities when determining planning applications and are best undertaken at a pre-application stage.
- 8.16. Paragraph 134 of the NPPF indicates that planning permission should be refused for development that is not well designed, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents (SPDs) such as design guides and codes. Paragraph 134 also sets out that significant weight should be given to development which reflects local design policies and government guidance on design (including local guidance and SPDs) and to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design in an area where they fit in with the overall form and layout of their surroundings. The Council has a range of adopted design guidance including the Residential Design Guide SPD, in addition to the Borough's Conservation Area Appraisals, Neighbourhood Plans, Design Codes and other Supplementary Planning Documents (SPDs). In addition, local area profiles set out in Section 9 of the Draft Local Plan set out the distinctive characteristics of urban areas and villages. These should all be taken into account at the outset when considering the design of new development proposals.



Policy DH2: Making effective use of land

- 8.17. The NPPF emphasises that planning policies should support development that makes efficient use of land.
- 8.18. Optimising the density of development will assist the Borough in meeting its housing targets; it can also assist in reducing car use and boost the commercial viability of existing services and facilities by concentrating development in the most sustainable locations.

Policy DH2: Making Effective Use of Land

- 1) Residential development will be permitted where it makes efficient use of land, in a manner compatible with the site itself and the local character of the area.
- 2) Site allocations will be expected to deliver the minimum density specified within Policies HA1 – HA5 of the Local Plan. Proposals for all other major¹⁵⁰ residential developments are expected to achieve the following minimum net densities, based on their location in the Borough:

Location	Minimum Net Density (dwellings per hectare)
Camberley Town Centre	100dph
Sites within 800m walking distance of railway stations at: <ul style="list-style-type: none"> • Bagshot; • Frimley; • Blackwater; • Camberley (outside of Camberley Town Centre). 	70dph
The Western Urban Area, comprising: <ul style="list-style-type: none"> • Bagshot; • Deepcut; • Frimley; 	40dph

¹⁵⁰ In line with The Town and Country Planning (Development Management Procedure) (England) Order 2010, major development means the number of dwellings to be provided is 10 or more, the provision of a building or buildings where the floor space to be created by the development is 1,000 square metres or more or development is to be carried out on a site having an area of 1ha or more.



<ul style="list-style-type: none"> • Frimley Green; • Mytchett. 	
<p>Defined Settlement Areas of:</p> <ul style="list-style-type: none"> • Bisley; • Chobham; • Lightwater; • West End; and, • Windlesham (including Snows Ride). 	30dph

3) Proposals that do not meet these density standards will only be permitted where it has been demonstrated that development at the identified density would be inappropriate.

4) Proposals for minor residential development are expected to demonstrate how they have achieved an efficient use of land.

Reasoned Justification

- 8.19. Paragraph 125 of the National Planning Policy Framework (NPPF) indicates that where there is an existing or anticipated shortage of land for meeting identified housing needs, it is important that planning policies and decisions avoid homes being built at low densities; developments should make optimal use of each site. To this end, the NPPF indicates that plans should incorporate minimum density standards for town centres and other locations well served by public transport that seek a significant uplift in the average density of residential development within these areas, unless it can be shown that there are strong reasons why this would be inappropriate. In accordance with the National Planning Policy Framework, it may also be appropriate to introduce minimum density standards for other parts of the Local Plan area.
- 8.20. Sites allocated within the Surrey Heath Local Plan have already been scrutinised to determine their optimal density, taking into account the sustainability of their location, the need to accommodate a mix of uses (where relevant), housing mix, significant environmental and policy constraints including the impact upon trees and heritage assets and the need to provide on-site infrastructure, such as SANG.
- 8.21. For sites not allocated within the Local Plan, Policy DH2 identifies a range of densities, and seeks to concentrate higher densities where there are more sustainable transport opportunities and a range of facilities and employment opportunities available, including Camberley Town Centre and sites with 800m of railway stations at Bagshot, Blackwater, Camberley (outside of the town centre) and Frimley. The policy then cascades this approach to apply an appropriate density to the Borough’s other settlements.



- 8.22. Where major development sites are subdivided to create separate development schemes, the site will be considered comprehensively and the Council will seek the appropriate density to be achieved across the entire site.
- 8.23. In some cases, there may be strong reasons why development at the identified density would be inappropriate and the densities specified should be treated flexibly. Considerations in this regard may include the optimum housing mix, significant environmental and policy constraints including the impact upon trees and heritage assets, consistency with Design Guidance/Codes, local market conditions and viability, the need to provide on-site infrastructure, such as SANG, amenity and the desirability of maintaining an area's prevailing character and setting (including residential gardens).
- 8.24. In accordance with the National Planning Policy Framework, planning applications will be refused where it is considered that they fail to make efficient use of land and no robust justification for the deviation from the Council's density requirements has been provided.



Policy DH3: Residential Space Standards

- 8.25. The Government's Housing Standards Review 2015 introduced a national space standard for new dwellings and optional requirements in relation to access and water efficiency. The review was aimed at simplifying the regulation of technical standards and co-ordinating the approach across the planning and building control regimes. Policy DH3 applies the nationally described technical standard to residential development within the Borough.

DH3: Residential Space Standards

- 1) Where planning permission is required, proposals for new residential development (Use Class C3) must ensure that the internal layout and size meet up-to-date nationally described technical housing standards for minimum internal space requirements.

Reasoned Justification

- 8.26. These standards deal with internal space within new dwellings and are suitable for application across all tenures. It sets out requirements for the gross internal area (GIA) of new dwellings at a defined level of occupancy as well as floor areas and dimensions for key parts of the home, notably bedrooms, storage and floor to ceiling height¹⁵¹. The justification for introducing this standard in the Borough is set out in a Housing Standards Background Paper on the Local Plan evidence webpage.
- 8.27. Applicants are required to demonstrate how the internal space standards have been applied and are encouraged to provide floor plans not smaller than 1:100 scale, with metric room dimensions identified and the gross internal area (GIA) clearly identifiable. Housing which exceeds minimum dwelling sizes will be encouraged.
- 8.28. This Policy also applies to applications for changes of use and conversions to residential use. From April 2021 changes to the Town and Country (General Permitted Development) (England) Regulations mean that all residential units delivered under permitted development rights must meet the Nationally Described Space Standards.

¹⁵¹ The current standards can be accessed at: <https://www.gov.uk/government/publications/technical-housing-standardsnationally-described-space-standard>.



Policy DH4: Sustainable Water Use

- 8.29. Water stress is a key issue in Surrey Heath. The Surrey Heath Climate Change Study¹⁵² recognises that the entire central-southern part of England is classed as water stressed, and this situation is set to worsen significantly due to climate change, with an increasing reliance on major infrastructure to store and transport water from parts of the country that are not water stressed.
- 8.30. A proactive approach is therefore needed to take full account of water supply and demand considerations, including whether the application of a tighter water efficiency requirement for new homes is justified to help manage demand.

DH4: Sustainable Water Use

- 1) All new homes are required to meet the water efficiency standard of 110 litres per person per day, to be achieved through compliance with the Building Regulations.
- 2) New non-residential development of 1,000 sq. m. gross external area (GEA) or more will provide evidence on completion, through the submission of a post-construction BREEAM certificate, of achievement of the BREEAM 'excellent' standard for water consumption (or any national equivalent).
- 3) The storage and use of rainwater in new developments (greywater recycling) for non-potable uses is encouraged in order to further reduce the need to draw upon limited resources.

Reasoned Justification

- 8.31. The NPPF expects plans to take a proactive approach to mitigating and adapting to climate change, taking into account long-term water supply considerations, including whether the application of a tighter water efficiency requirement for new homes is justified to help manage demand.

¹⁵² Available online at:

<https://www.surreyheath.gov.uk/sites/default/files/Surrey%20Heath%20Local%20Plan%20-%20Climate%20Change%20Study.pdf>.



- 8.32. All new homes already have to meet the mandatory national standard set out in the Building Regulations of 125 litres per person per day. However, where there is a clear local need, local planning authorities can set out a Local Plan policy which requires new dwellings to meet the tighter Building Regulations optional water efficiency requirement of 110 litres per person per day.
- 8.33. Water provision in Surrey Heath is under the jurisdiction of South East Water within the west of the Borough and Affinity Water in the east of the Borough. In respect of the evidence available to justify the requirement to meet the tighter water efficiency standard, the Environment Agency report 'Water Stressed Areas: Final Classification' (2021) identifies that the South East Water and Affinity Water areas are characterised by serious water stress, this is based on current and future water usage and climate change scenarios.
- 8.34. The Hart, Rushmoor and Surrey Heath Water Cycle Study (AECOM, May 2017) recommends water use per person per day for new homes meets the specific water use standard of 110 l/h/d in line with the Building Regulations Optional Requirement (the Regulations already require developers to submit such evidence before a completion certificate can be granted) and that non-domestic building should as a minimum reach 'Good' BREEAM status. On the basis of this evidence, the Local Plan requires a tighter optional water efficiency requirement of 110 litres per person per day in the construction of all new dwellings over the Plan period. This will be consistent with the adopted Local Plans in the rest of the Water Cycle Study area (Hart and Rushmoor).

Policy DH5: Trees

- 8.35. Trees are a defining characteristic of Surrey Heath; they provide important local landmarks, transform roads into green corridors and make a valuable contribution to the character and quality of urban environments. They complement the built environment by providing screening, perspective, privacy and seclusion and define open spaces. They also provide a valuable resource in terms of biodiversity, amenity and for climate change adaptation and mitigation, providing habitats for a range of wildlife and forming a "carbon sink" helping to absorb and counteract the harmful effect of carbon dioxide emissions.
- 8.36. Paragraph 131 of the NPPF states that planning policies should ensure that new streets are tree-lined, that opportunities are taken to incorporate trees elsewhere in developments (such as parks and community orchards), that appropriate measures are in place to secure the long-term maintenance of newly-planted trees, and that existing trees are retained wherever possible. Applicants should work with highways officers and tree officers to ensure that the right trees are planted in the right places, and solutions are found that are compatible with highways standards and the needs of different users.



- 8.37. It is important that the benefits of trees, hedgerows and woodland are considered in relation to the need for development and, that existing trees are safeguarded and opportunities are taken to increase provision.

Policy DH5: Trees

- 1) Development proposals will be permitted where:
 - a) it can be demonstrated that trees, hedgerows and woodland of amenity or other value can be retained as an integral part of the design of development unless the requirements of 2) have been met; and
 - b) sufficient space is provided for trees and other vegetation to mature; and
 - c) provision is made for the care and protection of existing trees and hedgerows to be retained prior to, during and after the construction process, including measures for the long term management and maintenance of existing and new trees and landscaping.
- 2) Development will not be permitted which involves felling, significant pruning works (either now or in the foreseeable future) and/or potential root damage to trees of amenity or other value, unless one of the following circumstances apply:
 - a) their long-term survival would be compromised by their age or physical condition (except in cases of ancient or veteran trees); or
 - b) there are exceptional and demonstrable public benefits accruing from the proposal which clearly outweigh the current and future amenity and other value of the trees.
- 3) Where proposals would result in the loss of trees, appropriate replacement planting should be provided such that there is no net loss in the biomass equal to the original tree.
- 4) Landscaping is an integral element in layout design. Trees and landscaping schemes for new residential development and commercial floorspace will be expected to:
 - a) provide new trees appropriate to the landscape profile of the area;
 - b) ensure that, by nature of their location and species choice, they are designed so as to facilitate adaptation to climate change by providing shade, shelter and cooling; and,
 - c) provide sufficient space between development and the highway to enable new streets to be tree lined.
- 5) Trees and landscaping schemes, by nature of their location and species choice should ensure that they are designed so as to facilitate adaptation to climate change by providing shade, shelter and cooling.



Reasoned Justification

- 8.38. Trees are a valuable resource. They contribute to the quality and character of Surrey Heath's unique environment and to improving air quality, climate amelioration, conserving water, preserving soil, and supporting wildlife. An estimated 40% of Surrey Heath is treed. For these reasons and for their intrinsic value, the Council places great weight on the retention of existing trees wherever possible.
- 8.39. Consistent with advice in the NPPF on protecting valued landscapes, the presumption of this policy is that existing viable trees and hedgerows of value should be protected unless there are exceptional and demonstrable benefits in accepting their loss. The NPPF (2021) places greater significance on the protection of existing trees; particular consideration should be given to veteran or ancient trees, as defined by Natural England, in order to preserve their historic, ecological and amenity value. Due to their special status, planning permission will be refused for development which would result in the loss or deterioration of Ancient Woodland, aged or veteran trees unless the need for, and benefits of, the development in that location clearly outweigh the loss, in line with the NPPF. Encroachment into the root protection area¹⁵³ of ancient or veteran trees will be resisted.
- 8.40. Tree lined streets play an important role in defining the character of an area as recognised in the NPPF; they provide a feeling of rural or countryside living for both rural and built up areas. These trees help to soften built form and reduce the overall effects of climate change by providing shade below canopies and reducing airborne pollution, as well as enhancing biodiversity. They can also create attractive green screens between new buildings and the highway, making more attractive places to live and work. Any planned new roads need to take account of this and provide sufficient space and rooting environment for trees to mature and thrive. Where this is not possible, consideration should be given to the use of specific engineering solutions, such as soil cells.
- 8.41. Where new development is proposed the preference will always be to incorporate trees and significant hedges into the development. Where a proposed development retains existing trees on-site, a satisfactory arboricultural impact assessment should be submitted in accordance with BS5837:2012 (or the equivalent applicable standard should this be superseded over the plan period) and the Surrey Heath validation checklist. This statement should analyse the potential impact on the retained trees. Where proposed development would have an impact on trees, particularly where it would impinge on root protection areas of trees both within and outside the development site, a site specific arboricultural method statement should be submitted. The statement should demonstrate mitigation measures are in place to ensure that development works do not harm the existing tree.

¹⁵³ This is a buffer zone at least 15 times greater than the trunk diameter of the tree, or 5m from the edge of its canopy, if that is greater.



- 8.42. When assessing development close to trees, the health of trees both in the present and future should be considered. For example, providing habitable rooms close to maturing trees may result in a need for significant pruning to the trees in future which would have been avoided if the building had been located to give the tree room to grow at the outset. Proposals should ensure that existing trees to be retained are adequately protected through the entirety of a development and that they are capable of thriving both in the long term.
- 8.43. Where the correct design process is not followed and trees are pre-emptively removed before progressing a planning application, the Council will require substantive replacement tree planting of similar species to demonstrate compliance with this Policy to ensure development respects and enhances the visual amenity of the landscape. Early engagement of a professional arboriculturist will help to identify those trees that should be retained and those which should be removed to achieve a sustainable development. This may also reduce the likelihood of unauthorised tree works being undertaken, which could result in a prosecution.
- 8.44. In development proposals where there is evidence of deliberate neglect of or damage to protected trees, the deteriorated state of the asset will not be taken into account.
- 8.45. In exceptional circumstances where trees are to be lost, development will be permitted subject to adequate compensatory provision being made. This should in the first instance take the form of the replanting of tree(s) of appropriate size and species on the application site or in the vicinity (including mature or semi-mature trees) such that there is no net loss of trees. If this cannot be achieved a financial contribution equivalent to the value of the removed tree(s) will be sought. This will be calculated using an appropriate assessment calculation agreed with the Council such as CAVAT.
- 8.46. Planting of native species will be preferred and should in total ensure that there is no net loss in the carbon storage capacity of trees that were on the site. Where specific on or off-site planting proposals are negotiated as part of the overall enhancement of a particular development site, the replacement, protection and long-term maintenance of trees, shrubs and other natural features would normally be specified by condition or secured by a planning obligation, either a section 106 agreement or unilateral undertaking. Larger scale enhancement of green infrastructure would be funded directly through the Community Infrastructure Levy. The Climate Change and Green Infrastructure SPD will set out further detail regarding the expectations for new landscaping and the protection and planting of trees in relation to new development and their role in climate change adaptation and mitigation and in biodiversity enhancements.



Policy DH6: Shopfronts, signage and advertisements

- 8.47. Well-designed shopfronts and associated signage add to the character and quality of the Borough and play an important part in defining vibrant and distinctive town, village and local centres which attract people and encourages businesses to establish themselves. Policy DH6 seeks to ensure that shop fronts, signage and advertisements contribute to the character of the Borough's town and village centres and neighbourhood parades.

Policy DH6: Shopfronts, Signage and Advertisements

- 1) Development proposals for new, or changes to, existing shop fronts will be permitted where they:
 - a) relate well to the building in which they are situated, having regard to scale, proportions, vertical alignment, architectural style and materials;
 - b) present an open and active frontage to the street;
 - c) retain and restore where possible existing historic shopfronts and features of architectural interest;
 - d) take account of good architectural features of neighbouring shop fronts so that the development will fit in well with the street scene particularly if located within a conservation area or on a heritage asset.
- 2) Advertisement consent will be granted where:
 - a) the location, scale, proportions, form of illumination, design and materials of the advert respects the character and appearance of the host building (including any historic significance), site and area;
 - b) the number of adverts is kept to a minimum to ensure that there is no harmful cumulative impact on the host building and/or the amenity of the area; and
 - c) there is no harmful impact to public safety or residential amenity.

Reasoned Justification

- 8.48. The National Planning Policy Framework (NPPF) recognises that good design creates better places in which to live and work. The good design of shopfronts, signage and advertisements will contribute to the viability, vitality and attractiveness of the Borough's commercial environments. The NPPF also recognises that the quality and character of places can suffer when advertisements are poorly sited and designed.



- 8.49. Well-designed shopfronts and advertisements that integrate effectively with their host building and bring visual interest to the street scene will contribute to the vitality and viability of the Borough's shopping areas. They will help the Borough's shopping areas to remain competitive in the face of competition from other centres and online retail by contributing towards the development of an attractive retail environment where people will want to linger.
- 8.50. In designing shopfronts, attention should be paid to materials, style, proportion and size of windows and fascias and to any relevant Design Codes or Design Guidance. Traditional shop fronts may incorporate a number of components including vertical glazing bars, recessed entrance doors, stall risers, fascias and pilasters topped with sometimes decorative corbels. The restoration of historic features can differentiate retailers in a competitive retail environment, providing authenticity and distinctiveness, bringing credibility to national and local place brands (Heritage Counts, 2016). External lighting should be kept to a minimum and may not be appropriate in sensitive areas.
- 8.51. The use of security shutters (especially if solid) can be visually unattractive and create a hostile appearance, which can reduce natural surveillance, encourage crime and ultimately affect the commercial viability of an area. There are other means of improving the security of shop fronts, such as the use of laminated glass, improved lighting, internal security grilles or natural surveillance, that have a less detrimental impact. Security shutters will therefore only be supported in exceptional circumstances where evidence supported by the police has shown that security poses a particular problem and it has been demonstrated that no alternative approach is suitable.
- 8.52. Adverts like shop fronts have an important role to play in making people aware of a business. By their very nature, adverts are conspicuous and prominently displayed. Individually and cumulatively, they can affect the character and appearance of buildings, townscapes, settlements, their setting and key views.
- 8.53. Advertisements should be of a number, design, size and material that complement the character of buildings they are on and the surrounding environment. Visual clutter and proposals that affect public safety should be avoided. In particularly sensitive locations (for instance within Conservation Areas), the design and materials will need to take into careful account the property or area's character and appearance. Compromises may need to be made to 'corporate' designs to meet the requirements of the policy; for example internally illuminated box fascias and projecting signs will not be generally appropriate in conservation areas.



Safeguarding Heritage Assets and the Historic Environment

Policy DH7: Heritage Assets

- 8.54. Surrey Heath Borough's historic environment contributes to the Borough's character, sense of place and quality of life. The historic environment provides social and cultural benefits by creating a sense of familiarity and belonging, bringing communities together and connecting us to our shared past, in all its diversity. It can also play an important role in promoting economic prosperity by ensuring that an area offers an attractive and unique environment where people want to live and work.
- 8.55. The historic environment of Surrey Heath incorporates a distinct and diverse range of designated heritage assets. Within the Borough, these comprise 180 statutory listed buildings, 2 registered parks and gardens in addition to 9 Conservation Areas and 4 Scheduled Monuments. The process of designation has identified them as having a level of significance that justifies protection under specific legislation.
- 8.56. The Borough also comprises an array of non-designated heritage and archaeological assets which can include buildings, structures, areas and archaeology considered by the Local Planning Authority to be of local significance for their historic or architectural interest. These non-designated heritage assets are included on a Local List and areas of archaeological importance are surveyed and mapped by Surrey County Council. The Council will work proactively with external and internal partners and the community to ensure the Local List is up to date. Funding has been agreed to work jointly with Surrey County Council and undertake a review of the Local List to update or amend those non-designated heritage assets currently on the list and to identify those assets that have yet to be included. This review of the Local List is anticipated to be completed in 2022.
- 8.57. Cumulatively, these heritage assets provide a distinctive identity that is unique to Surrey Heath. They make tangible the Borough's historical influences, such as the presence of the military, its arable past and the wider geographical importance of the Borough identified by the historic A30 London to Lands End coaching route which passes through Surrey Heath and close by the Bagshot Village Conservation Area.
- 8.58. In order to maintain a thriving historic environment, National Planning Policy¹⁵⁴ requires Local Planning Authorities to set out a positive strategy for its conservation in their Local Plans. It takes account of the merits to sustain and enhance the significance of heritage assets and the wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring.

¹⁵⁴ National Planning Policy Framework (NPPF) 2021, Paragraph 190.



8.59. The Council will support proposals which conserve and where required enhance the historic environment of Surrey Heath. Appropriate consideration will be given to ensure that those significant elements of the historic environment which contribute to Surrey Heath's character and sense of place are recognised for the positive impact they have in the Borough. These are to include:

1. Conservation Areas and listed buildings across the Borough, including those with a reference to Surrey Heath's military past, and its historic coaching route.
2. Camberley Town Centre and its locally important 19th and 20th Century buildings including the Grade II listed Obelisk.
3. The range of its places of worship.
4. Historic farm buildings and rural villages and hamlets.
5. Historic Parks and Gardens including the Grade II listed Bagshot Park.

Policy DH7: Heritage Assets

- 1) Proposals for development that affects heritage assets (designated and non-designated) will be supported where they conserve and enhance the significance, special interest and character and appearance of the heritage asset and its setting.
- 2) Proposals that would affect a designated or non-designated heritage asset must be supported by a heritage impact statement proportionate to the importance of the heritage asset and the potential impact of the proposal.

Designated Heritage Assets

- 3) Development proposals affecting designated heritage assets (Listed Buildings, Scheduled Monuments, and Historic Parks and Gardens) or their setting will be supported where they preserve and/or enhance the special character, appearance and distinctiveness of Surrey Heath's historic environment in a manner appropriate to their historic significance.
- 4) Great weight and importance will be attributed to preserving the significance of a designated heritage asset, irrespective of the potential level of harm.
- 5) Proposals which would result in substantial harm to, or the complete loss of the significance of a designated heritage asset, or its setting, will not be approved unless:
 - a) the nature of the heritage asset prevents all reasonable uses of the site;
 - b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation;
 - c) conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and,



- d) the harm or loss is outweighed by the substantial public benefit of bringing the site back into use.
- 6) Where the development proposal would result in less than substantial harm to the significance of the designated heritage asset or its setting, this harm must be weighed against the public benefit of the proposal including, where appropriate, securing its optimum viable use. Clear and extensive justification for the harm should be set out in full in the Heritage Impact Statement.
- 7) Where there is a clear and convincing justification for the loss or partial loss of a heritage asset the Council will seek public benefits by requiring developers to investigate and record the features affected and provide publicly accessible interpretation which is appropriate to the scale and level of interest of the heritage asset.
- 8) Development proposals that affect Historic Parks and Gardens will be assessed by reference to the scale of harm, both direct and indirect, or loss to and the significance of the park or garden.

Conservation Areas

- 9) In accordance with legislation¹⁵⁵, the Council has a duty to pay special attention to the desirability of preserving or enhancing the character or appearance of conservation areas in the Borough.
- 10) When considering development proposals within or adjoining a conservation area, including the alteration, extension or change of use of a building, the Council will support proposals which preserve or enhance:
 - a) existing architectural and historic character and associations by having regard to the positioning and grouping, form, scale, massing, detailing of development and the use of materials in its construction; and
 - b) areas of townscape quality; and
 - c) existing hard and soft landscaping features including areas of open space, trees, hedges, walls, fences, watercourses and surfacing and the special character created by them; and
 - d) the setting of the conservation area.
- 11) Proposals that would have a detrimental effect on such features will not be permitted. Built development will not be permitted on public and private open spaces within or adjacent to conservation areas where those spaces make a positive contribution to its character or setting, as identified in the conservation area appraisal, unless it can be demonstrated that the public benefit demonstrably outweighs the harm.

¹⁵⁵ The Planning (Listed Building and Conservation Areas) Act 1990.



Archaeological Sites

- 12) The Council will support development proposals which do not adversely affect nationally significant features of archaeological or historic importance or their setting.
- 13) Where a development has the potential to affect heritage assets with archaeological interest, the applicant will be required to submit an appropriate desk-based assessment and where necessary a field evaluation.
- 14) For scheduled monuments and non-designated heritage assets of archaeological interest that are demonstrably of equal significance to scheduled monuments, loss or substantial harm (through the removal of remains) should be wholly exceptional.
- 15) Within Areas of High Archaeological Potential or County Sites of Archaeological Importance, as identified on the Proposals Map, or outside of these areas on any major development site of 0.4ha or greater, applicants will be required to undertake prior assessment of the possible archaeological significance of the site and the implications of their proposals, and will be required to submit, as a minimum, a desk-based assessment to accompany any application. Where desk-based assessment suggests the likelihood of archaeological remains, the Planning Authority will require the results of an archaeological evaluation in order to inform the determination of the application. Prospective developers should also refer to the Historic Environment Record to establish whether there is known or potential archaeological interest and the need for investigation and evaluation at an early stage.

Non-designated heritage assets

- 16) Planning permission will only be granted for development affecting a local heritage asset or its setting if it is demonstrated that due regard has been given to the impact on the assets significance and its setting and that it is demonstrated that the significance of the asset and its conservation has informed the design of the proposed development. In determining whether planning permission should be granted for a development proposal, which affects a local heritage asset, consideration will be given to the significance of the asset, the extent of impact on its significance, as well as the scale of any harm or loss to the asset as balanced against the public benefits that may result from the development proposals.
- 17) The re-use of vacant or underused locally listed buildings will be supported where they contribute positively to their conservation either individually or as part of wider strategies for regeneration.

Buildings at Risk

- 18) The Council will take a proactive stance to any heritage assets that may be at risk. This will include working with property owners to find a use that will enable the building at risk to be put back in to use.



Reasoned Justification

- 8.60. The NPPF (Annex 2) attributes significant weight to the term ‘setting’ in relation to heritage assets. It describes setting as the surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral. Setting is also influenced by other environmental factors such as noise, vibration, smell and lighting from other nearby land uses.
- 8.61. For proposals affecting any designated or non-designated heritage asset or their setting, the Council expects applicants to describe the significance of any heritage asset affected. This should be set out within a Heritage Impact Statement. The level of detail should be proportionate to the assets’ importance and should be sufficient to enable the Council to understand the potential impact of the proposal on their significance. In the preparation of such a statement, the heritage asset and impact of works should be assessed by an appropriate expert and reference should be made to the Historic Environment Record (HER) as a minimum.
- 8.62. Where a proposal would result in substantial harm to, or loss of a designated heritage asset, the Council will also expect the Heritage Statement to incorporate the following:
- | | |
|---------------------|---|
| Stage 1: | Method of works informed by a condition survey and/or structural survey |
| Stage 2: | Design Stages: Impact of proposal on significance
Alternative options assessed |
| Stage 3 Conclusion: | Harm
Mitigation
Repairs specification |
- 8.63. Where loss of a heritage asset, whether designated or non-designated, is unavoidable, the developer should mitigate this loss through record and through the dissemination of that knowledge. Results of assessments and investigations which are a requirement and collected as part of development management are of public interest and will be made accessible, normally through the Surrey Historic Environment Record. However, the ability to record evidence of our past should not be a factor in deciding whether such loss should be permitted. The dissemination of knowledge acquired can be produced as a published report, however it can be presented in other forms on site for community benefit e.g. presentation, engagement or public art.



- 8.64. There are many pressures on the historic environment, both in the urban areas and countryside. Inappropriate changes can have an irreversible impact on the historic character of an area whilst the historic aspects of buildings can be irrevocably lost through redesign, adaption and demolition. The PPG ¹⁵⁶ supports this by setting out that heritage assets being put to a viable use is likely to lead to the investment in their maintenance necessary for their long-term conservation. The Council will encourage developers to propose viable alternatives in keeping with a heritage assets original use.

Listed Buildings

- 8.65. National policy ¹⁵⁷ states that substantial harm to, or the loss of nationally important assets of the highest significance should be wholly exceptional. Substantial harm to or loss of a Grade II designated heritage asset should be classed as exceptional, however where this asset is of military interest then the Council would determine this as wholly exceptional given the military significance within the Borough.
- 8.66. Less than substantial harm to a designated asset of military interest will be judged on a case-by-case basis, but the Council will only allow such harm in exceptional circumstances.

Historic Parks and Gardens

- 8.67. A register of parks and gardens of “Special Historic” interest is maintained by Historic England to encourage their protection and conservation but has no associated statutory controls. Two registered sites within the Borough are both Grade II listed, one is Crown owned (Bagshot Park) and the other is publicly owned (Frimley Park Gardens).

Conservation Areas

- 8.68. Each of the Borough’s Conservation Areas is supported by a Character Appraisal. As part of the Council’s positive strategy for the historic environment, it will undertake a program of review of the Conservation Area character appraisals and management plans for each conservation area including any proposed new or extended area, so that opportunities for beneficial change or the need for additional protection may be identified.
- 8.69. The Council will consider introducing Article 4 directions where a conservation area is identified ‘at risk’ when surveyed by the Local Authority in conjunction with Historic England.

¹⁵⁶ Planning Practice Guidance April 2014; Historic environment; paragraph 15 Reference ID:18a-015-20190723.

¹⁵⁷ National Planning Policy Framework (NPPF) 2021 paragraph 200.



Archaeological Sites

- 8.70. Archaeological remains are a finite and irreplaceable resource, the vast majority of which lack coverage by national designation regimes. Proposals for redevelopment which have the potential to affect archaeological remains will be required to assess, identify and better understand the significance of the remains prior to the submission of an application, and to make suitable provisions for their investigation, protection and/or further study should development proceed. The results of all archaeological investigations carried out within the Borough should be reported to the Surrey County Historic Environment Record, and material recovered deposited in a publicly-accessible repository where practicable.
- 8.71. The Council has identified the following areas of archaeological interest within the Borough:
1. **Scheduled Monuments:** A Scheduled Monument is a heritage asset of recognised National Significance that is legally protected under the terms and conditions of the 1979 Ancient Monuments and Archaeological Areas Act. Scheduled Monuments are designated by the Secretary of State for Culture Media and Sport - on the advice of Historic England - following a rigorous programme of assessment.
 2. **County Sites of Archaeological Importance:** A County Site of Archaeological Importance is a known archaeological heritage asset that is significant in either a National or Regional context and should be preserved. CSAIs are locally designated archaeological heritage assets recognized for their significance by the County and District Councils on the basis of information submitted to the Surrey Historic Environment Record.
 3. **Areas of High Archaeological Potential:** An Area of High Archaeological Potential is a defined area where it is strongly suspected that there is an increased likelihood of archaeological remains (finds or features) being revealed should ground disturbance take place. They have been selected on the basis of archaeological, historic or cartographic information contained within the Surrey Historic Environment Record and can include categories of site from isolated areas within the landscape where finds have been reported, through to known historic settlements such as town centres.



- 8.72. Surrey's archaeological resources are not all catalogued or reported, and it is known that large-scale ground disturbance has a heightened possibility of revealing archaeological remains which have not previously been recorded. In order to maintain a positive and proactive approach to the likelihood of encountering hitherto unknown archaeological heritage assets during development, and to ensure that such assets can have their significance assessed, the Council also requires that large-scale development proposals (here defined as those on sites over 0.4ha in size) examine the possibility that archaeological remains may be present through desk-based assessment and if necessary field evaluation, in line with the advice given in paragraph 194 of the NPPF.

Local heritage assets

- 8.73. Surrey Heath Borough Council maintains a list of local heritage assets known as the Surrey Heath Local List. This list is a register of buildings, structures, features or places that make a particular contribution to the character and distinctiveness of Surrey Heath through their locally significant historic, archaeological or artistic interest.
- 8.74. Local heritage assets and their setting are often key to what makes a place special. They should be given consideration at the pre-application and design stage to ensure any adverse impacts are either avoided or mitigated and the local character is enhanced or preserved.
- 8.75. There are however, heritage assets within the Borough that are neither listed nor locally listed, either because their significance has only recently been revealed or has never been formally considered. Where the significance of a heritage asset is not properly understood, it's architectural, historical, archaeological or artistic interest is at greater risk of erosion or loss through alteration or change.
- 8.76. In order to lessen this impact, plans should set out a positive strategy for the conservation and enjoyment of the historic environment which can make a positive contribution to, or better reveal the significance of the heritage asset. Therefore, the Council propose a programme of assessment and review of the local list following funding to work jointly with Surrey County Council to achieve this, and will prepare a Heritage Strategy to identify groupings of heritage assets which contribute to the distinctiveness of the Borough.



Policy DH8: Building Emission Standards

- 8.77. The Government’s Net Zero Strategy: Build Back Greener (October 2021) makes a commitment to making the transition to low carbon buildings affordable and achievable for all. The Surrey Heath Climate Change Study (2020) identifies that residential buildings are the largest source of carbon emissions in the Borough. Drawing on the study’s findings, Policy SS3a identifies the need to deliver significant carbon emission reductions through the Local Plan. This Policy sets out the approach to building emission standards and embodied carbon¹⁵⁸ associated with construction waste management.

Policy DH8: Building Emission Standards

- 1) Proposals for zero carbon development are strongly supported. Planning permission will be granted for development which positively contributes to addressing climate change through low/zero carbon design that improves the energy efficiency of both new and existing buildings and provides low or zero carbon energy.
- 2) Development proposals for residential buildings will be supported where they adopt the fabric first¹⁵⁹ approach to contribute significantly towards achieving carbon emission reductions in accordance with Policy SS3a.
- 3) Development proposals for non-residential buildings will be required to achieve final certification standards against the Building Research Establishment’s Environmental Assessment Method (BREEAM) and/or CEEQUAL (or equivalents) as indicated in the table below. Development proposals which exceed these ratings will be supported and encouraged.

Development Type	Scale	2021-2029	2020-2037
New and Refurbished Non-Residential	500-5,000m2	BREEAM Very Good	BREEAM Excellent
	>5,000m2	BREEAM Excellent	
Public realm	Major works	CEEQUAL Very Good	CEEQUAL Excellent

- 4) Proposals with an estimated cost of £300,000 or above will be required to submit a Site Waste Management Plan (SWMP) which demonstrates how recycling and reuse will be maximised and carbon emissions minimised.

¹⁵⁸ Relates to the carbon footprint of a material, including those released throughout the supply chain.

¹⁵⁹ See supporting text.



Reasoned Justification

- 8.78. Policy SS3a identifies a significant ‘policy gap’ in carbon emission reductions that needs to be addressed through the Local Plan.
- 8.79. Policy DH8 follows the energy hierarchy whereby the fabric and heating/cooling of the building is given priority over the installation of renewable technology. This is commonly known as the ‘fabric first’ approach and is cited in the Governments Net Zero Strategy as being key to ensuring the transition to low carbon buildings. Following this method has multiple benefits: it is in accordance with the Government’s 2017 Clean Growth Strategy; it ensures that inefficient buildings are not constructed with renewable energy technology bolted on; and it avoids the construction of homes that require retrofitting in the future.
- 8.80. The government’s Future Homes Standard (FHS) 2019 consultation ¹⁶⁰ proposed to tighten the GHG emissions element of the Building Regulations (Part L) to the point where a 75-80% reduction on current requirements is achieved by 2025. The consultation document notably proposed that the Building Regulations should be adjusted in 2020 to remove ‘*the ability of local planning authorities to set higher energy efficiency standards*’.
- 8.81. The outcome of the Future Homes Standard Consultation ¹⁶¹ was published in January 2021 and identified that new planning reforms will clarify the longer-term role of local planning authorities in determining local energy efficiency standards. To provide some certainty in the immediate term, the document outlines that the Planning and Energy Act 2008 will not be amended, which means that local authorities will retain powers to set local energy efficiency standards for new homes.
- 8.82. Adopting assessment frameworks can be a vital, resource-efficient way of delivering better quality and higher standard design that contributes to climate change mitigation and adaptation. The BREEAM¹⁶² assessment framework for non-residential buildings is well established. Adopting the framework is designed to drive standards through benchmarking and positive recognition of high quality design, supported by formal verification.

¹⁶⁰ See [gov.uk/government/consultations/the-future-homes-standard-changes-to-part-l-and-part-f-of-the-building-regulations-for-new-dwellings](https://www.gov.uk/government/consultations/the-future-homes-standard-changes-to-part-l-and-part-f-of-the-building-regulations-for-new-dwellings).

¹⁶¹ Available at https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/956094/Government_response_to_Future_Homes_Standard_consultation.pdf.

¹⁶² See BRE’s BREEAM website, at <https://www.breeam.com/>.



- 8.83. The HQM, BREEAM and CEEQUAL assessment frameworks adopt the UKAS (United Kingdom Accreditation Service) accredited certification process. All schemes provide a holistic set of criteria which not only support the delivery of an energy efficient, resilient built environment, but also help to mitigate unintended consequences (such as those related to temperature control) and drive healthier, better-managed places. BREEAM and CEEQUAL assessments are made on a 'Good' to 'Excellent' and then 'Outstanding' scale. All development proposals should aspire to deliver the best possible ratings against the adopted assessment frameworks where feasible.
- 8.84. The Council will produce a Climate Change and Green Infrastructure SPD that will set out detailed guidance on how new development can contribute to climate change mitigation and adaptation. The SPD will provide guidance on the application of the assessment frameworks.
- 8.85. The energy performance standards set by the Building Regulations deal with operational energy use (e.g. lighting, cooling, heating and hot water); however, a building's true energy performance is also a product of the 'embodied carbon' in building materials and emissions created during the construction process. Furthermore, demolition, refurbishment and retrofitting all create carbon emissions and the potential to minimise these emissions can be considered at the design and construction stages. Such emissions will comprise an increasing proportion of total emissions over a building lifecycle, as operational emissions decrease due to electrification combined with grid decarbonisation.
- 8.86. The Council recognises that efficient construction activities can maximise the potential to recycle materials and limit the production of unnecessary waste. For example, offcuts of wood can be separated and recycled, such as for reuse in kitchen worktops, limiting waste production and the related carbon emissions when such materials degrade. Reductions in the carbon emissions related to construction waste may be delivered through planning conditions.
- 8.87. Site Waste Management Plans should therefore include consideration for embodied carbon within new development and include actions to minimise construction carbon emission and maximise recycling and reuse of construction materials that are appropriate to the site's context. Proposals with an estimated cost of £300,000 or above will be required to submit a Site Waste Management Plan (SWMP)¹⁶³.
- 8.88. The Climate Change and Green Infrastructure SPD will set out detailed guidance on how new development can minimise the whole life-cycle carbon emissions of development and minimise construction waste.

¹⁶³ See paragraph 5.4.24 of the Surrey Heath Climate Change Study:
<https://www.surreyheath.gov.uk/sites/default/files/Surrey%20Heath%20Local%20Plan%20-%20Climate%20Change%20Study.pdf>.



9. Local Area Profiles

- 9.1. Surrey Heath contains numerous towns and villages, each with its own unique character and identity. There is great diversity in the types of settlements in the Borough, from rural villages in the east, to larger towns and villages in the west, which are mainly urban in character.
- 9.2. The Local Area Profiles illustrate how policies and allocations in the Local Plan relate to each local area in the Borough. They include maps that illustrate the allocated sites and proposed designations in each local area in Surrey Heath. The Profiles contain principles to guide future development within the local areas as set out in the Local Plan policies, including the approach to protecting local character and distinctiveness. The Local Area Profiles have regard to the spatial strategy for Surrey Heath, which takes account of the differences in character between the west and east of the Borough.

West of the Borough

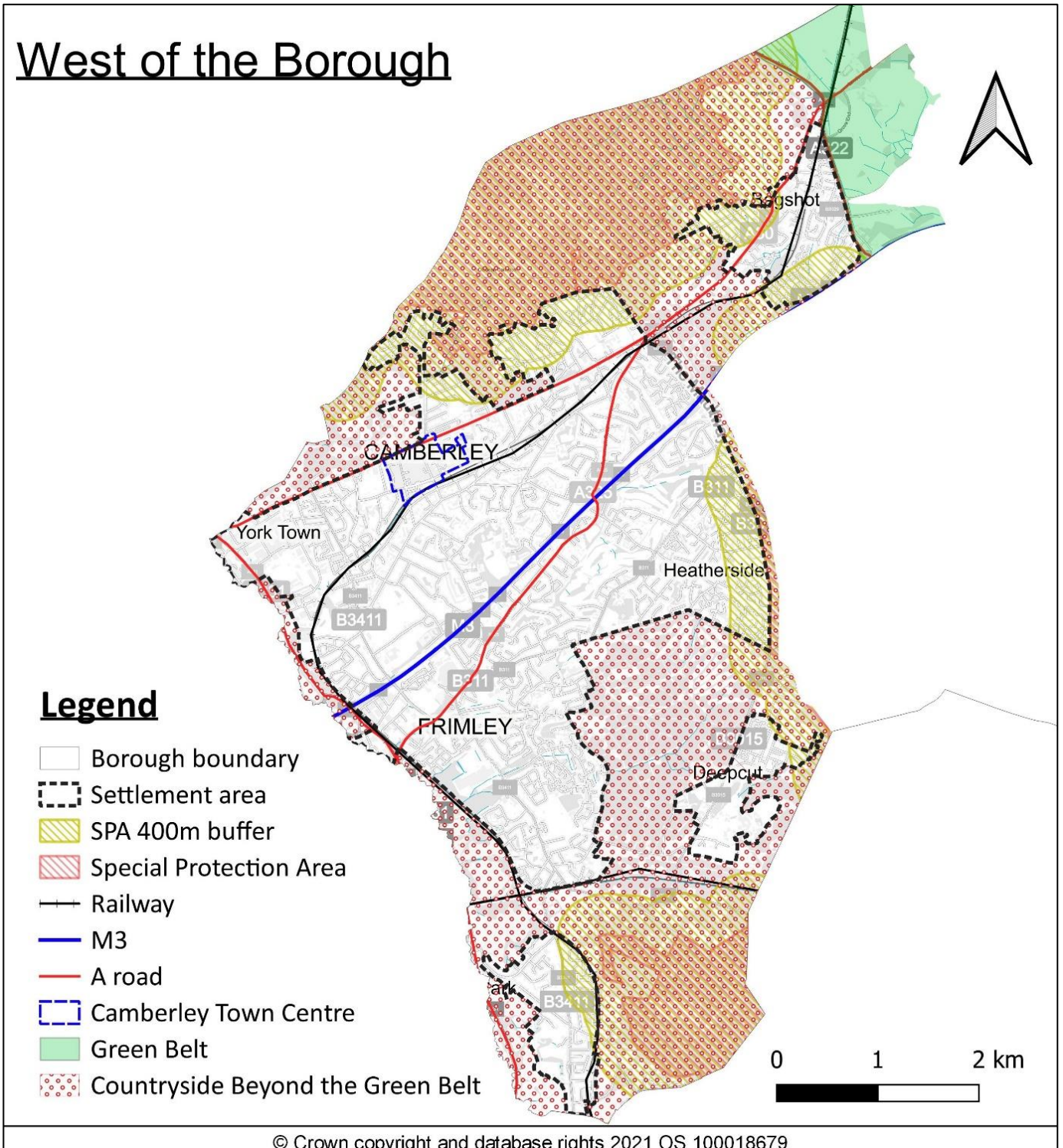
- 9.3. The west of the Borough is more developed than the east. The settlement areas of Bagshot, Camberley, Deepcut, Frimley, Frimley Green and Mytchett are all located in the west of the Borough. The western urban area comprises Camberley, Frimley, Frimley Green and Mytchett and is the largest built up area in Surrey Heath. It also adjoins neighbouring settlements in Hampshire and Berkshire and forms part of the wider Blackwater Valley area. Camberley is the largest settlement in the Borough. Camberley town centre has the greatest concentration of retail and leisure facilities in the Borough and is a key retail and commercial centre for the wider area.
- 9.4. The historic settlement of Bagshot is located northeast of Camberley and is separate from the western urban area. The metropolitan Green Belt lies to the east of Bagshot and the settlement is surrounded by Countryside Beyond the Green Belt on all other sides. Deepcut is a small settlement with a strong military heritage. It lies to the east of the western urban area and it is separated from this by countryside. Significant residential-led growth will take place in the local area of Deepcut over the plan period. In 2014, planning permission was granted for the strategic housing site, at Princess Royal Barracks which is now under construction.



- 9.5. The west of the Borough also contains areas of undeveloped land designated as Countryside Beyond the Green Belt, much of which is covered by international and national designations including part of the Thames Basin Heaths Special Protection Area (SPA) as well as the Thursley, Pirbright, Ash and Chobham Common Special Area of Conservation (SAC) In addition, many areas of countryside in the west of the Borough are owned by the Ministry of Defence and used for military operations. This means that certain areas can be temporarily inaccessible to members of the public for short periods of time when training exercises are taking place.
- 9.6. The spatial strategy directs the majority of development towards the local areas located in the west of the Borough as this is the most sustainable approach for accommodating new growth, and makes the best use of established infrastructure and services. The west of Surrey Heath is subject to less development constraints than the east, which is largely designated Metropolitan Green Belt land.



West of the Borough



Bagshot

- 9.7. Bagshot lies in the north of the Borough in a prominent position on the A30 between Camberley and the village of Windlesham. The M3 motorway forms Bagshot's southern boundary and the village is immediately adjacent to Junction 3. Bagshot's eastern defined settlement boundary is bordered by the Green Belt. Land to the north of the A30 and to the south of the settlement area is within the Thames Basin Heaths Special Protection Area 400m buffer zone which restricts residential development in this area. The land to the west between Bagshot and Camberley is designated Countryside beyond the Green Belt.
- 9.8. Recent excavations have shown that first occupants of Bagshot date back as far as pre-Roman times. Since Stuart and Tudor times Bagshot has had a Royal hunting lodge which is now called Bagshot Park and is the residence of Prince Edward and Sophie, Earl and Countess of Wessex. In Elizabethan times Bagshot prospered due to its position on the main London to the West Country Road. Bagshot now has a population of around 7401¹⁶⁴ people. Growth of the village occurred during the first half of the 19th century, largely due to the coaching trade and agriculture, especially market gardening. Significant growth has occurred in the size of the village since the 1950's, and especially since the late 60's.
- 9.9. The Bagshot Village Conservation Area, designated in 1988, is centred on the junctions of High Street, Bridge Road and Guildford Road, creating a village centre marked by a notable late 19th century signpost in the middle of The Square. A collection of listed buildings, some of them dating to the 16th century, are interspersed with mainly late 19th or early 20th century buildings, many of them judged to be 'positive' in their contribution to the special interest of the conservation area. There are 9 statutory listed buildings in the conservation area listed grade II, apart from 44 High Street which is listed grade II* for its rare 16th century wall paintings. Overall, Bagshot still retains the character of an historic Surrey village, assisted by the domestic scale of the buildings and the vernacular details.

¹⁶⁴ ONS Ward Level Population estimates mid-2020:
www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/datasets/wardlevelmidyearpopulationestimatesexperimental



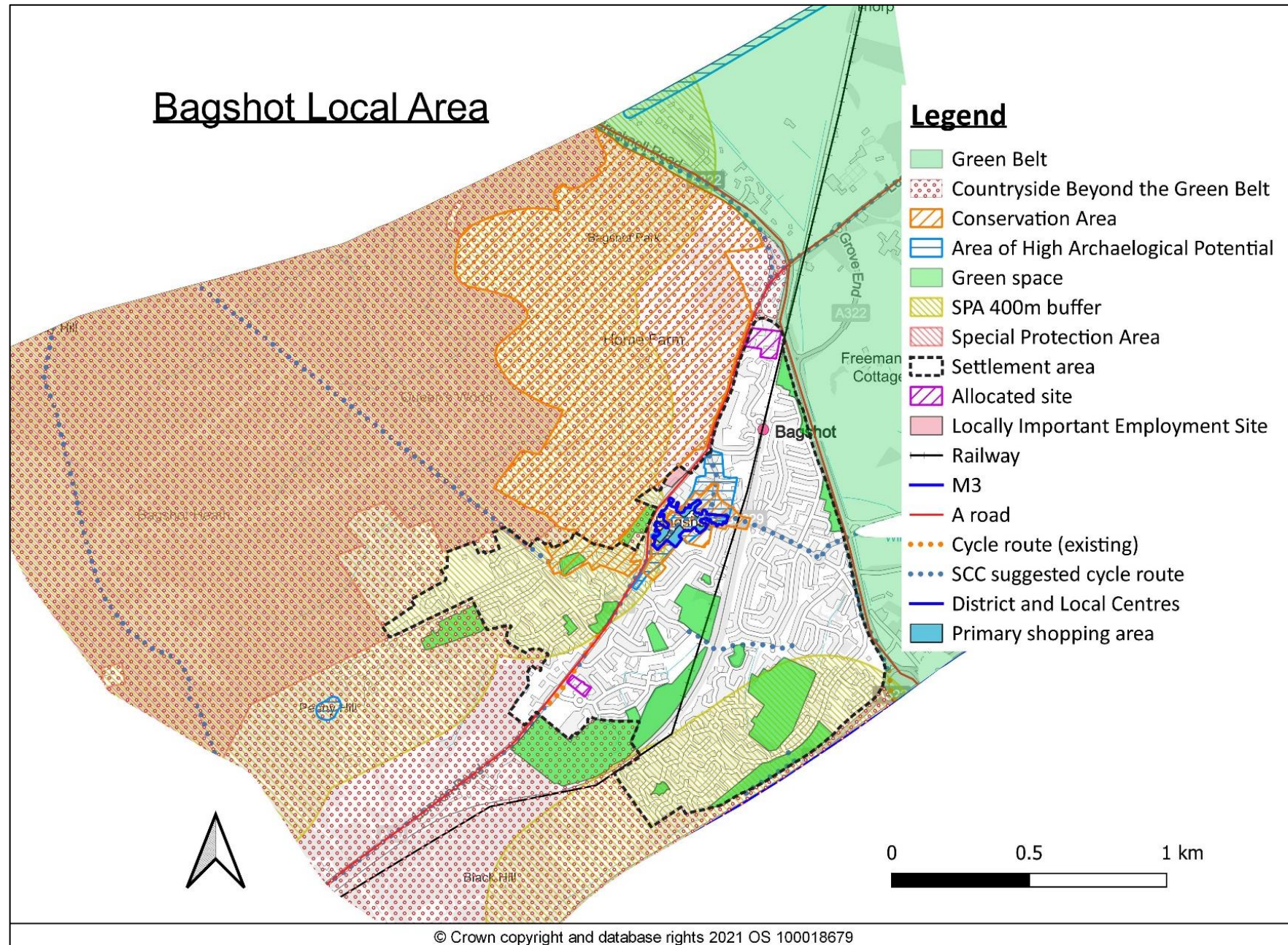
- 9.10. Bagshot Church Road Conservation Area is characterised by small polychrome brick villas which, although dissimilar, complement the style and materials of St. Anne's Church. The church was built in 1884 and the surrounding villas were erected at about the same time. The resulting unity of styles, particularly along the south side of Church Road, is fundamental to the character and appearance of the Conservation Area. The line of cedar trees between the Vicarage and "Healyhaugh" on the north side of Church Road are included within the conservation area as they figure prominently and positively in the streetscape and as such contribute to the setting of the conservation area.
- 9.11. The Bagshot Park Conservation Area comprises Bagshot Park Mansion, together with its gardens and surrounding fields and Home Farm, which forms the area of Bagshot Park. It lies just to the north of Bagshot and the A30. The Mansion was listed, Grade II, as a building of special architectural or historic interest in 1976.
- 9.12. It is recognised that the A30 is dominated by traffic and concern has been raised by residents regarding peak time congestion on this route. The village centre is served by Bagshot railway station on the Ascot to Guildford railway line. The village is also served by several local bus services, including the Camberley to Guildford route. There are very few official cycle routes in Bagshot, and those on the A30 are fragmented and not connected to the wider A30 network in Camberley, which starts at the Jolly Farmer roundabout. Opportunities to improve and extend the cycle network in Bagshot will be explored with Surrey County Council, the responsible authority for transport and public rights of way in Surrey Heath.
- 9.13. The retention of the identity of Bagshot as a village is important and the Local Plan will ensure that a gap between the settlement area of Bagshot and Camberley is maintained. The Windlebrook flows through Bagshot and some areas of Bagshot are affected by flooding, lying within the Environment Agency Flood Zones 2 and 3, including areas of the District Centre.
- 9.14. The Village Centre is designated as a District Centre as it contains a range of uses, serving an important role in Bagshot, providing a choice of retailers, local services and employment. Tanners Yard, to the North of Bagshot Village Centre, accommodates businesses in small scale office units, and is proposed for designation as a Locally Important Employment Site. The Waitrose and other retail development at the junction of London Road and Waterers Way lies apart from the District Centre and within land designated as Countryside beyond the Green Belt. The Local Plan will amend the settlement boundary of Bagshot to incorporate this retail development.



- 9.15. There are a significant number of proposed protected greenspaces in the Bagshot local area including allotments, school playing fields, woodland and SANGs. These greenspaces are an important feature of the character of Bagshot. There are also a number of locally listed buildings in the Bagshot area, including Hartdene Cottage and Brook Cottage. The Bagshot local area contains a number of Sites of Importance for Nature Conservation¹⁶⁵ (SINCs), including the Bagshot Park-Lake Meadow SINC and Freemantle Field SINC. There are also a number of individual and area TPOs in the local area, including the large area TPO at Pennyhill Park.
- 9.16. There are a concentration of retail uses, employment sites, transport links, and other services within Bagshot District Centre or in close proximity of the centre. It is therefore a sustainable location for growth. However, there are limited opportunities within Bagshot for future residential development, due to constraints on the availability of land and designations in the area, including the Thames Basin Heaths SPA. Much of the settlement area has already been built on or is designated as protected greenspace. There are a limited number of brownfield sites, which provide opportunity for delivering housing in the area to help meet local needs. It is considered that development in Bagshot will therefore largely come forward on brownfield and windfall sites, over the plan period.

¹⁶⁵ See glossary.





Local Area Principles for Bagshot

Design and Heritage

- 1) Ensure development complements the historic character of Bagshot by providing good quality development in accordance with design policy DH1.
- 2) Preserve and enhance Bagshot's designated heritage assets, and their setting, including the Grade II* Listed Wall Paintings at 44 High Street and Grade II listed buildings in Bagshot Village Centre, and the three Conservation Areas within the Bagshot Local Area, in accordance with Policy DH7.
- 3) Protect Bagshot's non-designated heritage assets where this is practically achievable, in accordance with Policy DH7.
- 4) Within Bagshot Village Conservation Area the design of shops fronts and signage should respect the character of the designated area, particularly its central core along the High Street, and be in accordance with the Bagshot Village Conservation Area Appraisal.
- 5) Within the Bagshot Road and Bagshot Park Conservation Areas, signage and advertisements should respect the character of the designated area and be in accordance with the respective conservation area appraisals.

Housing

- 6) To promote the optimum use of land in sustainable locations apply the minimum density standards set out in Policy DH2 for non-allocated major sites. This policy sets a higher density standard close to Bagshot train station of 70 dph and a lower minimum density standard of 40 dph in the rest of the Bagshot settlement area.

Employment and Retail

- 7) Protect employment land in Bagshot by allocating Tanners Yard as a Locally Important Employment Site as defined on the Local Plan Policies Map
- 8) Retain the designation of Bagshot as a District Centre, with revised boundaries that take account of the most up-to-date evidence in the Surrey Heath Retail Site Survey 2021, as defined on the Local Plan Policies Map

Transport

- 9) Maintain and improve pedestrian and cyclist access along the A30, encouraging sustainable modes of transport, in accordance with Policy SS3a.
- 10) Promote provision of pedestrian and cyclist access as part of any new major developments in accordance with Transportation Policy IN2
- 11) Support the provision of public transport and highways improvements within the area in accordance with Policy IN2.



Green Infrastructure and Greenspaces

- 12) Protect greenspaces in the Bagshot local area as shown on the Local Plan Policies Map, and in accordance with the requirements of Policy IN6.

Community Infrastructure

- 13) Community facilities in Bagshot will be protected in accordance with Policy IN4.



Camberley

- 9.17. Camberley is the largest settlement within the Borough and lies just beyond the Green Belt. The Population of Camberley is around 22,161 people¹⁶⁶. The Local Area Profile for Camberley does not include Camberley Town Centre, which is covered by a separate Local Area Profile.
- 9.18. Until the early 1800's the area now occupied by Camberley Town Centre and its surroundings was heathland and farmland. In 1862 the Staff College was established in the grounds of the Royal Military College and in order to accommodate the growth of shops and housing to serve the Staff College a basic street pattern was laid out, this was the beginning of the current centre. Camberley is home to the Royal Military Academy and the town retains close links with the military and its heritage. Camberley is the major retail and employment area in the Borough.
- 9.19. The Royal Military Academy/Staff College/A30 London Road Frontage Conservation Area was designated in 1989, located north of London Road between Laundry Lane and Camberley Town Centre. Upper Gordon Road to Church Hill Conservation Area was first designated in October 1989 and lies just south east of Camberley town centre and south of the railway line through the town, stretching down to Church Hill on the east side. The general character of the conservation area derives from the specific building period of the properties which are largely late 19th and early 20th century detached and semi-detached houses and villas. As such the area is an important representation of the growth of Camberley during this period.
- 9.20. The local area also contains a significant proportion of the Borough's employment sites, including the proposed Strategic Employment Sites at Watchmoor Business Park, Admiralty Way Business Park and Yorktown Business Park, and Locally Important Employment Areas at Bridge Trade and Industrial Park, St George's Industrial Estate and Helix Business Park. These employment areas are located in the west of Camberley in close proximity to junction 4 of the M3, enabling direct access to the Strategic Road Network.

¹⁶⁶ ONS Ward Level Population estimates mid-2020:
www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/datasets/wardlevelmidyearpopulationestimatesexperimental.



- 9.21. The A30 runs through Camberley and the area between the Meadows Gyrotory and Lower Charles Street includes a number of opportunity areas which would benefit from mixed use regeneration. The Camberley Local Area is well served by public transport, including Camberley Station which is served by the Ascot to Guildford line, along with a number of local bus services which link to areas of Hampshire, Berkshire and other parts of Surrey. However, there are very limited direct services provided between Camberley and London Waterloo. There is also a network of cycle routes within Camberley, offering access within the settlement and to neighbouring areas. The cycle routes along the A30 and Frimley Road are fragmented and could be improved. Opportunities to improve and extend the cycle network in Camberley will be explored with Surrey County Council, the responsible authority for transport and public rights of way in Surrey Heath.
- 9.22. The Blackwater River flows to the west of the Camberley Local Area and some areas lie within Environment Agency Flood Zones 2 and Flood Zones 3, including areas of York Town Business Park.
- 9.23. Outside of Camberley Town Centre there are neighbourhood parades at Old Dean and the London Road/Frimley Road junction in west Camberley, which provide a smaller range of shops and services for their local communities. The regeneration of the Neighbourhood Parade at Old Dean will be supported through Policy ER10. The existing Neighbourhood Parade at Watchetts, which is located on Frimley Road, is suggested for designation as a Local Centre. It contains a range of uses that provide a choice of retailers, local services and employment for the Local Area and has expanded in recent years¹⁶⁷.
- 9.24. There are a significant number of proposed protected greenspaces in the Camberley local area including allotments, school playing fields, woodland and SANGs. There are a number of listed buildings, including Woodcote House, and locally listed buildings, such as Mylesdown House, in the Camberley Local Area. Large areas of the Camberley Local Area, especially in St Paul's ward, are covered by area TPOs. There are also a number of SINC in the local area, including Tekels Park SINC and College Common SINC.
- 9.25. The Camberley local area has a concentration of retail uses, employment sites, transport links, and other services and is therefore a sustainable location for growth Camberley has significant scope for residential development and this will be primarily through the redevelopment of existing brownfield sites. Much of the land to the north of the A30 is affected by the Thames Basin Heaths Special Protection Area 400m buffer zone and as such this restricts the provision of general housing in this area.

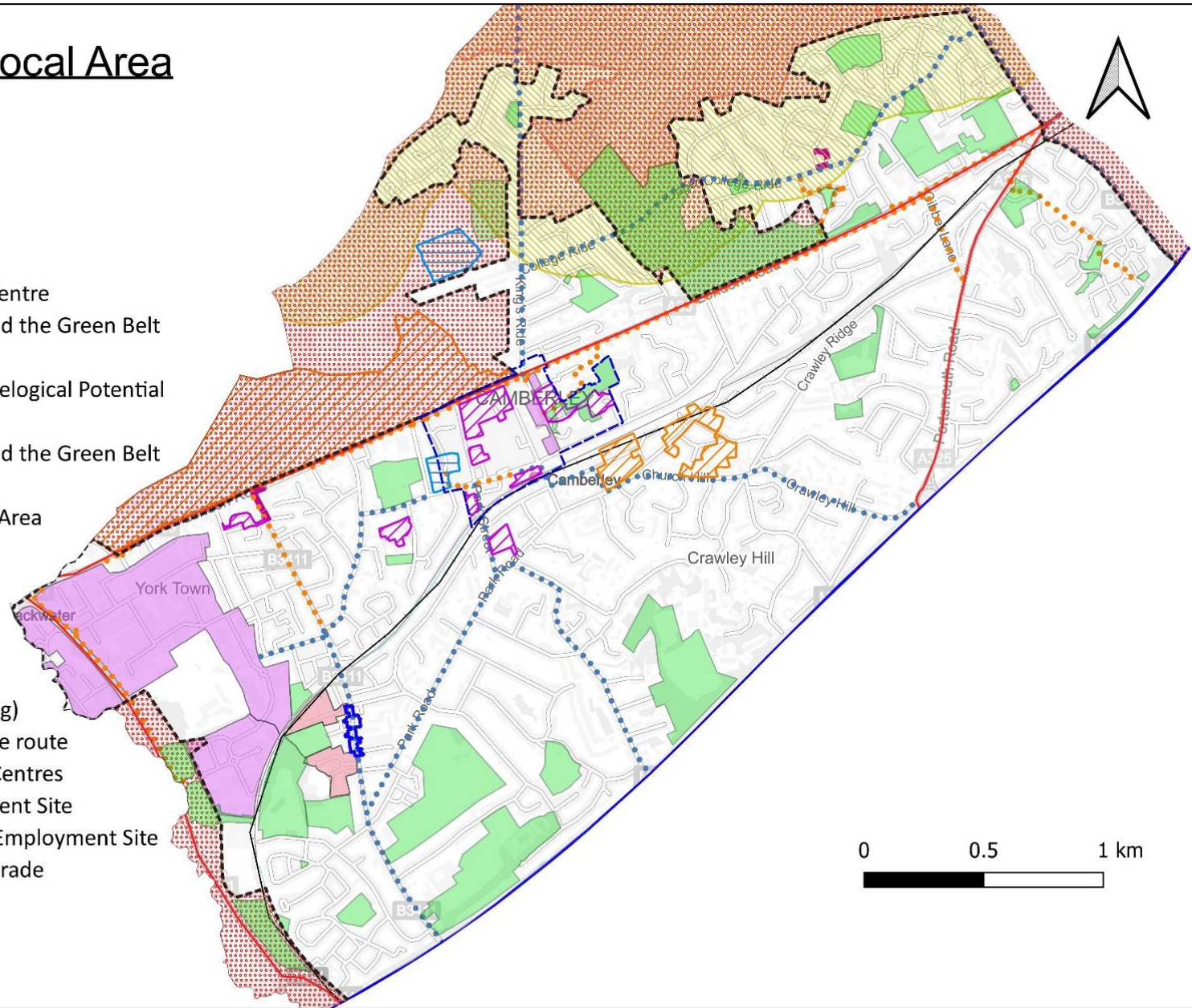
¹⁶⁷ Retail site survey 2019.



Camberley Local Area

Legend

- Camberley Town Centre
- Countryside Beyond the Green Belt
- Conservation Area
- Area of High Archaeological Potential
- Green space
- Countryside Beyond the Green Belt
- SPA 400m buffer
- Special Protection Area
- Settlement area
- Allocated site
- Railway
- M3
- A road
- Cycle route (existing)
- SCC suggested cycle route
- District and Local Centres
- Strategic Employment Site
- Locally Important Employment Site
- Neighbourhood Parade



Local Area Principles for Camberley

Design and Heritage

- 1) Ensure development complements its surroundings, having regard to its Victorian, Edwardian or modern setting, by providing good quality development in accordance with design policy DH1 Design Principles, and guidance contained within the Western Urban Area Supplementary Planning Document.
- 2) Preserve and enhance Camberley's designated heritage assets, particularly the Grade II listed buildings situated alongside London Road, and Camberley's two Conservation Areas, and their setting, in accordance with heritage Policy DH7.
- 3) Protect Camberley's non-designated heritage assets where this is practically achievable, in accordance with Policy DH7.
- 4) Within Camberley's Conservation Areas, signage and advertisements should respect the character of the designated areas.

Housing

- 5) To promote the optimum use of land in sustainable locations apply the minimum density standards set out in Policy DH2 for non-allocated major sites. This policy sets a higher density standard of 70 dph close to Camberley and Blackwater train stations and a lower density standard of 40 dph in the rest of Camberley area.

Employment and Retail

- 6) Protect employment land in Camberley by allocating Strategic Employment Sites, including Admiralty Way Business Park, and Locally Important Employment Sites, including Helix Business Park, as defined on the Local Plan Policies Map.
- 7) Redesignate Watchetts from a Neighbourhood Parade to a Local Centre, as defined on the Local Plan Policies Map.
- 8) Retain designation of Old Dean and London Road/Frimley Road Neighbourhood Parades, with revised boundaries taking account of the most up-to-date evidence in the Retail Site Survey 2021, as defined on the Local Plan Policies Map.
- 9) Seek improvements to Dean Parade, Old Dean, in accordance with Policy ER10.

Transport

- 10) Work with Surrey County Council to implement highways, pedestrian and cyclist improvements on the A30 London Road between the Meadows Gyratory and Camberley Town Centre, encouraging sustainable modes of transport and the expansion of the London Road green corridor.
- 11) The Council will continue to work with network rail and the train operator to identify opportunities for improvements to rail services from Camberley to London



- 12) Promote provision of pedestrian and cyclist access as part of any new major developments in accordance with Policy IN2.

Green Infrastructure and Greenspaces

- 13) Provide protection to greenspaces in the Camberley local area as shown on the Local Plan Policies Map, and in accordance with the requirements of Policy IN6.

Community Infrastructure

- 14) Community facilities in Camberley will be protected in accordance with Policy IN4.

Camberley Town Centre

- 9.26. Camberley Town Centre boundary is defined on the Policies Map. It is the principal shopping centre in Surrey Heath. The Town Centre is principally situated in Town Ward which has a population in the region of 5,000 people, although a small area of Park Street and the Atrium is within St Michaels ward. The town is situated close to the Surrey border with Berkshire and Hampshire, 30 miles south-west of central London in the corridor between the M3 and M4 motorways. The boundary of the town centre is drawn hard up against the residential area to the west. The A30 London Road to the north and the railway line to the south form logical physical boundaries to the Town Centre. The northern boundary includes properties around the Knoll Road junction. The boundary to the east includes the former St Tarciccius school site which has now been developed for housing.
- 9.27. The town centre has developed largely over the last 100 years. Its Victorian beginnings are still evident in the High Street and along the London Road (A30). The basis of the present town centre was laid out in the 1960's when the terraces of Victorian housing made way for a pedestrian precinct. This was updated in the early 1990's when the Main Square indoor shopping centre was created. Knoll Road to the east of the High Street is currently the main location of a number of civic and community uses. Behind the Council Offices is Camberley Park which is the main, open, greenspace within the town centre. The Park contains a children's play area, and a wooded walk leading up to The Obelisk, which is the only listed building in the town centre. There is no overall defining character to the town centre and there is a need to establish a coherent identity.

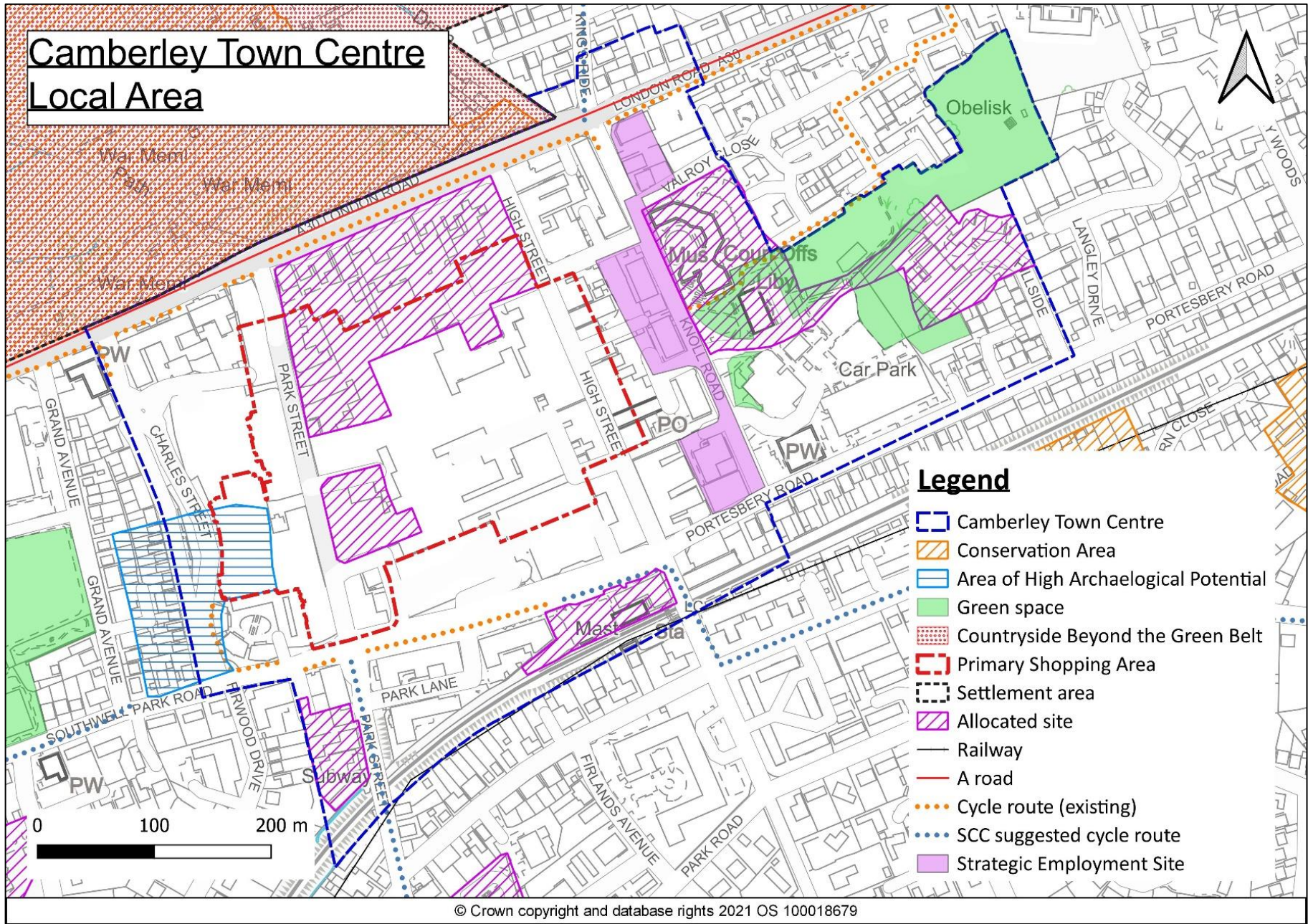


- 9.28. Surrey Heath Borough Council is now a major landowner in the town centre and owns The Square Shopping Centre and the area known as the London Road Block on the land to the north of the Square. Significant refurbishment of The Square has been undertaken and proposals for the redevelopment of the London Road Block are in progress. With a £3.5 million grant from the EM3 Local Enterprise Partnership significant public realm improvements have been delivered in the Town Centre is designated a Business Improvement District known as Collectively Camberley.
- 9.29. Camberley Town Centre has a primary retail catchment extending out to Windlesham in the east, Sandhurst in the north, Yateley to the west and Ash Vale to the south. Shoppers are also attracted from further afield, including Crowthorne, Hartley Wintey, Farnborough, Fleet and Bisley.
- 9.30. Camberley is identified as a Step up Town by the Enterprise M3 Local Economic Partnership (LEP), which means it has the potential for growth through a series of interventions, including housing, employment and retail growth. Camberley is strategically located in close proximity to junction 3 and 4 of the M3, providing access to the Strategic Road Network. The western side of Knoll Road area is proposed for designation as a Strategic Employment Site.
- 9.31. Camberley Town Centre is served by a train station (Ascot to Guildford line) and by a regular bus service to Farnborough and Aldershot. Camberley Station is allocated for residential development and an improved rail station. There are also bus services to Bracknell, Guildford, Woking and Yateley. A network of cycle routes within Camberley Town Centre, offers access within the centre and to neighbouring areas. Opportunities to improve and extend the cycle network in Camberley Town Centre will be explored with Surrey County Council, the responsible authority for transport and public rights of way in Surrey Heath.
- 9.32. Camberley Town Centre has the highest concentration of leisure, retail, financial and professional services, restaurants and cafes, and drinking establishments in the Borough. The Town Centre is a sustainable location for growth, served by a large number of retail uses, employment sites, transport links, and other services, and will be a key focus of residential development over the Plan Period. A number of developments are currently being implemented in the Town Centre, including the Ashwood House development, and several developments have recently completed, including the Camberley Police Station Site on Portesbery Road.
- 9.33. Camberley Park is the only designated greenspace in Camberley Town Centre, located east of Camberley Library. The Obelisk is the only statutory listed building in the Town Centre, whilst 24-26 Park Street is the only locally listed building.



- 9.34. Policies in the new Local Plan will replace policies in the Camberley Town Centre Area Action Plan (AAP) adopted in 2014. The AAP can be viewed here: <http://www.surreyheath.gov.uk/CamberleyTownCentreAAP> Changes in the way people use town centres, including growth of on-line shopping means that policies in the new Local Plan will not look to increase the amount of retail floor space but will promote a varied and flexible mix of uses appropriate for town centres, including a significant increase in new homes. Regeneration of Camberley Town Centre is a corporate priority for the Council and a wider Camberley Town Centre Strategy is currently being prepared.





Local Area Principles for Camberley Town Centre

Design and Heritage

- 1) Ensure development reflects its town centre location and complements the character of Camberley Town Centre, particularly within the High Street which is characterised by attractive Edwardian and Victorian buildings, by providing good quality development in accordance with design policy DHI Design Principles and Policy CTC1 Camberley Town Centre.
- 2) Preserve and enhance Camberley Town Centre's sole Grade II designated heritage asset the Obelisk, and its setting, in accordance with Policy DH7.
- 3) Protect Camberley Town Centre's non-designated heritage asset where this is practically achievable, in accordance with Policy DH7.

Housing

- 4) To promote the optimum use of land in sustainable locations apply the minimum density standards set out in Policy DH2 for non-allocated major sites. This policy sets a higher density standard of 100 dph in Camberley Town Centre.
- 5) As set out in policy DH2, apply a minimum density standard of 100dph to all non-allocated major residential developments in Camberley Town Centre.

Town Centre Uses

- 6) Protect employment land in Camberley by allocating a Strategic Employment Site at Knoll Road as set out in Policy ER2.
- 7) Protect a retail core by defining and protecting a Primary Shopping Area as defined on the Local Plan Policies Map.
- 8) Encourage a mix of appropriate town centre uses in line with Policy CTC1.

Transport

- 9) Maintain and improve pedestrian and cyclist access on the A30, encouraging sustainable modes of transport and the expansion of the London Road green corridor.
- 10) Promote provision of pedestrian and cyclist access as part of any new major developments in accordance with Policy IN2 and CTC3.
- 11) Work with Surrey County Council to implement highways improvements to the road network in Camberley Town Centre and improve accessibility in and around the town centre in accordance with Policy IN2 and CTC3.



Green Infrastructure and Greenspaces

- 12) Provide protection to greenspaces in the Camberley Town Centre local area as shown on the Local Plan Policies Map, and in accordance with the requirements of Policy IN6.

Community Infrastructure

- 13) Community infrastructure in Camberley will be protected in accordance with Policy IN4.

Deepcut

- 9.35. Deepcut is a rural settlement located southeast of Camberley with a population of around 2,860¹⁶⁸ residents. It lies on the Chobham Ridges, surrounded by woodland and heathland areas which are designated Countryside Beyond the Green Belt. Deepcut's character has been shaped by its strong military heritage, although the extent of the surrounding barracks has reduced since the mid-20th Century. A visually prominent structure in Deepcut is the Garrison Church of St Barbara which lies to the east of Deepcut Bridge Road. The church is a Grade II Listed Building built in 1901 to serve the military regiments at Deepcut and Blackdown Camps.
- 9.36. The Centre contains a limited number of shops and other local services on Deepcut Bridge Road. In light of this and the most recent Retail Survey 2021, it is proposed to designate Deepcut as a neighbourhood parade. An individual retail unit is also located at Swordsman's Road in the Dettingen Park development. Dettingen Park is a relatively recent development completed in 2003, which forms the northerly part of the Deepcut settlement area and was built on the site of the former Alma Dettingen Barracks.

¹⁶⁸ ONS Lower layer Super Output Area population estimates mid-2017:
<https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/datasets/wardlevelmidyearpopulationestimatesexperimental>



- 9.37. The former Princess Royal Barracks to the east of the existing settlement at Deepcut was identified in the Surrey Heath Core Strategy 2011-2028 as a major strategic housing site, and was allocated to deliver some 1,200 dwellings. The policy for this site is supported by an adopted Supplementary Planning Document (SPD) for Deepcut which sets out more detailed criteria to guide development. Approved design codes have been developed to promote a coherent character for the development. Princess Royal Barracks is currently designated as being located within Countryside beyond the Greenbelt. However, it is proposed to extend the settlement boundary so that the site will become part of Deepcut's wider settlement area, as defined on the Local Plan Policies Map. This settlement extension to Deepcut is now known as Mindenhurst.
- 9.38. Mindenhurst benefits from planning permission for a residential-led scheme providing 1,200 units and community infrastructure granted outline consent in December 2014. The construction of dwellings commenced at the site in 2018, and its development will continue over the lifetime of this Local Plan. The site will deliver the provision of additional amenities for Deepcut, including a primary school, further retail units, and community facilities.
- 9.39. There are limited other opportunities for residential development within Deepcut, as the established settlement area is small and largely developed or subject to greenspace designations. Development will generally be limited to the redevelopment of existing brownfield sites within the settlement area.
- 9.40. Transport connectivity is important for Deepcut, as the settlement is separated from neighbouring towns. There are two bus routes servicing Deepcut which provide access to Frimley Park Hospital and the larger settlements of Camberley, Farnborough, Aldershot and Woking. Deepcut is not within walking distance of a train station or more extensive Town or District Centre facilities.
- 9.41. The Basingstoke Canal, a designated Site of special Scientific Interest (SSSI)¹⁶⁹ and Conservation Area, is located south of the existing Deepcut settlement area, and also adjoins the boundary of the strategic development site of Mindenhurst. The canal towpath provides pedestrian and cyclist access to Frimley Green, Mytchett and other settlements located further away. In addition there are a limited number of local cycle routes at Deepcut Bridge Road and the Dettingen Park development. However, these do not extend to outlying areas, or indeed other areas of Deepcut itself. There are opportunities to extend the cyclist network from Dettingen Park to Deepcut Local Centre, the Basingstoke Canal and also to Heatherside, providing access to the western urban area. A cycle and pedestrian route is also being implemented at Frith Hill, providing access between Deepcut and Frimley.

¹⁶⁹ 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.



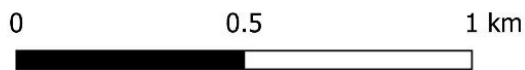
- 9.42. Deepcut is located within the countryside which makes this an accessible resource for pedestrians and cyclists, affording informal recreational opportunities. There is pedestrian access to the nearby localities of Frimley Green and Heatherside via Lake Road and Deepcut Bridge Road respectively. Proposed protected greenspaces in the Deepcut local area provide further opportunities for recreation. There are proposed greenspace designations at Bellew Road Recreation Ground and the adjoining area of woodland to the west. It is also proposed that additional protected greenspaces will be designated in the Dettingen Park area of Deepcut at Alma Dettingen playing fields, the open space in Dettingen Crescent, and the open space and playground at Suffolk Court. This will ensure these areas are retained as protected open spaces. Further greenspaces, including SANG, will be provided as part of the Mindenhurst development.
- 9.43. The Deepcut local area contains a number of Sites of Importance for Nature Conservation (SINCs), including the Frith Hill SINC and Richmond Hill SINC. There are also a number of individual and area Tree Preservation Orders (TPOs) in the local area, including large area TPOs at Frimley Fuel Allotments and in the countryside between the settlement area of Deepcut and St Catherines Road in Frimley Green.
- 9.44. A Neighbourhood Forum has been established to develop a Neighbourhood Plan for Deepcut. The Neighbourhood Plan Area includes the existing settlement area of Deepcut but does not include the strategic site at Mindenhurst. The Deepcut Neighbourhood Plan will need to be in conformity with the strategic approach to Deepcut set out in the adopted Local Plan and in this Local Plan.



Deepcut Local Area

Legend

-  Countryside Beyond the Green Belt
-  Conservation Area
-  Green space
-  SPA 400m buffer
-  Special Protection Area
-  Settlement area
-  Allocated site
-  Railway
-  A road
-  Cycle route (existing)
-  SCC suggested cycle route
-  Neighbourhood Parade



Local Area Principles for Deepcut

Design and Heritage

- 1) Ensure development complements the character of Deepcut by providing good quality development in accordance with design policy DH1 Design Principles
- 2) Ensure development at the allocated site of Mindenhurst is in accordance with the approved design codes for the site and the design guidelines and standards set out the Deepcut Supplementary Planning Document
- 3) Preserve and enhance Deepcut's designated heritage assets and their settings in accordance with heritage Policy DH7, including the Grade II Listed Church of St Barbara, which is a dominant feature in the local area
- 4) Protect Deepcut's non-designated heritage assets where this is practically achievable, in accordance with Policy DH7.

Housing

- 5) Support the continued delivery of the strategic allocated site at Mindenhurst for 1,200 homes and retail and community facilities, in accordance with Policy HA4 and the Deepcut Supplementary Planning Document
- 6) Amend the settlement boundary of Deepcut, extending the settlement area to incorporate the strategic residential-led site at Mindenhurst
- 7) To promote the optimum use of land in sustainable locations apply the minimum density standards set out in Policy DH2 for non-allocated major sites. This policy sets a minimum density standard of 40 dph in Deepcut settlement area.

Employment and Retail

- 8) Update the designation of Deepcut to a Neighbourhood Parade with revised boundaries that take account of the most up-to-date evidence in the Surrey Heath Retail Site Survey 2021, as defined on the Local Plan Policies Map.
- 9) Promote the regeneration of Deepcut Local Centre through the delivery of retail units as part of the approved planning consent at Mindenhurst, and review the retail boundaries of the Neighbourhood Centre following implementation of new retail provision in Deepcut.

Transport

- 10) Seek improvements to the cycle network in Deepcut, promoting better connectivity between Deepcut Local Centre, outlying residential areas and neighbouring settlements.
- 11) Promote provision of pedestrian and cyclist access as part of any new major developments in accordance with Policy IN2.



- 12) Support the continued provision of public transport and highways improvements being delivered as part of the Mindenhurst development.

Green Infrastructure and Greenspaces

- 13) Provide protection to greenspaces in the Deepcut local area as shown on the Local Plan Policies Map, and in accordance with the requirements of Policy IN6.

Community Infrastructure

- 14) Community facilities in Deepcut will be protected in accordance with Policy IN4.

Frimley

- 9.45. Frimley originated as a small, rural heathland community located on the historic London to Portsmouth coach route. Frimley was expanded and redeveloped in the latter 20th Century, although areas of the settlement's original architecture and historical interest remain. Some examples of this can be seen at The Grove, Grove Cross Road, and Field Lane. The settlement now has a population of 17,724¹⁷⁰. Frimley is contiguous with the settlement of Camberley, and Frimley Green, which together with Mytchett form the largest urban area in Surrey Heath, known as the western urban area.
- 9.46. Frimley is home to Frimley Park Hospital which is rated an outstanding hospital by the Care Quality Commission¹⁷¹ and is the Borough's largest employer. The settlement also contains a significant proportion of the Borough's employment areas, including three proposed Strategic Employment Sites at Lyon Way, Albany Park and Frimley Business Park. These three employment areas are located less than 2km from junction 4 of the M3, enabling direct access to the Strategic Road Network.

¹⁷⁰ ONS Ward Level Population estimates mid-2020:

www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/datasets/wardlevelmidyearpopulationestimatesexperimental.

¹⁷¹ The Care Quality Commission is the independent regulator of health and social care in England:

<https://www.cqc.org.uk/>.



- 9.47. The central area of Frimley at Frimley High Street is identified as a District Centre, and has the second highest concentration of retail and other E use classes in the Borough, following Camberley¹⁷². Frimley High Street has benefited in recent years from an active Frimley Business Association. The District Centre contains a range of uses and serves an important role in Frimley, providing a choice of retailers, local services and employment. There are also identified Neighbourhood Parades in the local area of Frimley at Farm Road, and Heather Ridge Arcade in Heatherside, which provide a smaller range of shops and services for their local communities.
- 9.48. It is recognised that Frimley High Street is dominated by traffic, including vehicles using the route as a short-cut to access the A325 and A331. The High Street would benefit from public realm improvements. In order to facilitate this, the Council will work with partners such as Surrey County Council to seek traffic management opportunities, environmental upgrades, and improvements to the pedestrian network within the High Street.
- 9.49. Frimley is well served by public transport. Frimley Train Station is located adjacent to the District Centre on the Ascot to Guildford line. A number of local bus services serve the area with the majority of bus routes in Frimley stopping at both Frimley District Centre and Frimley Park Hospital. There is also a network of cycle routes within Frimley, offering access within the settlement and to neighbouring areas. Opportunities to improve and extend the cycle network in Frimley will be explored with Surrey County Council, the responsible authority for transport and public rights of way in Surrey Heath.
- 9.50. A significant number of proposed protected greenspaces are located in the Frimley local area including recreation grounds, school playing fields, woodland and SANGs. Frimley Park is a Grade II listed Historic Park and Garden and is the largest heritage designation and in Frimley. The Historic Park and Garden also contains Frimley Park Mansion which is a Grade II Listed Building. Frimley Park and Garden is a National Cadet Training Centre owned by the British Armed Forces which is inaccessible to the public.
- 9.51. The Frimley local area contains two Sites of Importance for Nature Conservation (SINCs); one at Camberley Heath Golf House in the east of the settlement area, and also a small part of the Frimley Hatches SINC to the west of Frimley Station. A number of individual and area Tree Preservation Orders (TPOs) are located within the local area. These include area TPOs throughout much of the Heatherside locality and a large area TPO in the residential area around Buckingham Way, within the southeast of Frimley settlement area.

¹⁷² Retail uses in the Borough recorded in the Surrey Heath Retail Site Survey Paper 2019:
<https://www.surreyheath.gov.uk/residents/planning/planning-policy/evidence-base>



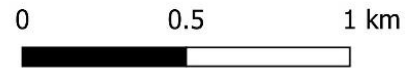
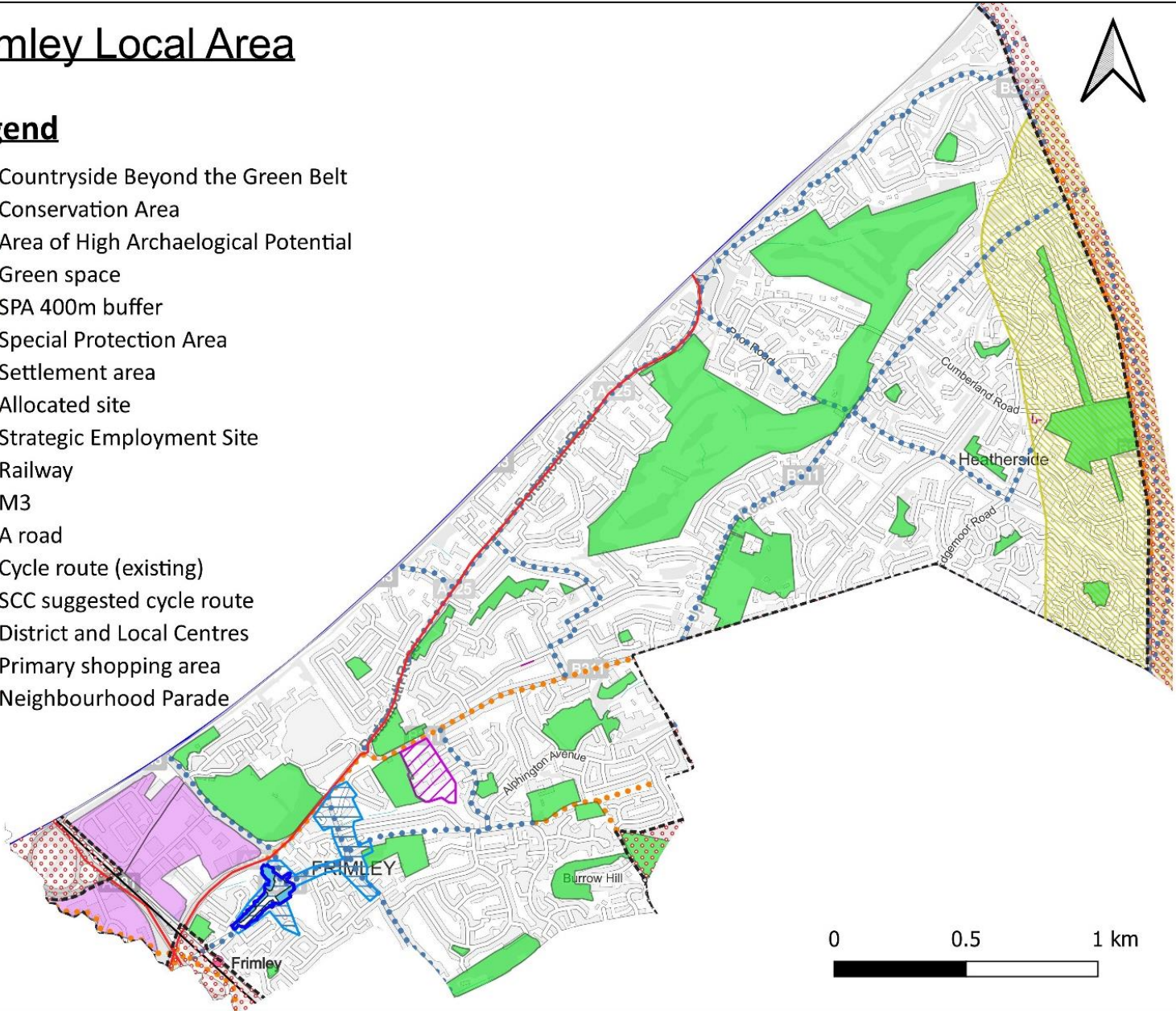
- 9.52. Parts of the west of local area are covered by the Environment Agency’s Flood Zone 2 and 3 designations and are at risk from flooding. In particular, flood risk arises in the west of the Frimley local area from the Balmoral Ditch.
- 9.53. The Frimley local area includes a concentration of retail uses, employment sites, transport links, and other services within Frimley District Centre or in close proximity of the centre. It is therefore a sustainable location for growth. However, there are limited opportunities within Frimley for future residential development, due to the limited availability of land. Much of the area has already been built on, or is designated as protected greenspace including outdoor recreation grounds and parks. A limited number of brownfield sites provide the greatest opportunity for delivering housing in the area, and development will largely come forward on these brownfield windfall sites.



Frimley Local Area

Legend

-  Countryside Beyond the Green Belt
-  Conservation Area
-  Area of High Archaeological Potential
-  Green space
-  SPA 400m buffer
-  Special Protection Area
-  Settlement area
-  Allocated site
-  Strategic Employment Site
-  Railway
-  M3
-  A road
-  Cycle route (existing)
-  SCC suggested cycle route
-  District and Local Centres
-  Primary shopping area
-  Neighbourhood Parade



Local Area Principles for Frimley

Design and Heritage

- 1) Ensure development complements its wider setting, whether Victorian, Edwardian or contemporary in character, by providing good quality development in accordance with design policy DH1 Design Principles, and the Western Urban Area Character Supplementary Planning Document
- 2) Preserve and enhance Frimley's designated heritage assets, and their setting, including the Grade II Listed Historic Park and Garden at Frimley Park in accordance with heritage Policy DH7
- 3) Protect Frimley's non-designated heritage assets where this is practically achievable, in accordance with Policy DH7.

Housing

- 4) To promote the optimum use of land in sustainable locations apply the minimum density standards set out in Policy DH2 for non-allocated major sites. This policy sets a higher density standard close to Frimley train station of 70 dph and a lower minimum density standard of 40 dph in the rest of the Frimley settlement area.

Employment and Retail

- 5) Recognise the importance of Frimley Park Hospital as a local employer and NHS Foundation Trust serving patients in Surrey Heath and outlying areas through providing protection for the continued use of the site as a hospital, as set out in ER6.
- 6) Protect employment land in Frimley by allocating Strategic Employment Sites, including Frimley Business Park, as defined on the Local Plan Policies Map.
- 7) Retain the designation of Frimley as a District Centre, with revised boundaries that take account of the most up-to-date evidence in the Surrey Heath Retail Site Survey 2021, as defined on the Local Plan Policies Map.
- 8) Retain the designation of identified Neighbourhood Parades at Farm Road and Heather Ridge Arcade as defined on the Local Plan Policies Map

Transport

- 9) Maintain and improve pedestrian and cyclist access from Strategic Employment Sites to Frimley District Centre, encouraging sustainable modes of transport and improving footfall and lunch time and after work retail trade within the District Centre.
- 10) Promote provision of pedestrian and cyclist access as part of any new major developments in accordance with Policy IN2



- 11) Seek to secure public realm improvements for Frimley High Street, also working with Surrey County Council to provide traffic management upgrades, in accordance with Policy IN2.

Green Infrastructure and Greenspaces

- 12) Provide protection to greenspaces in the Frimley local area as shown on the Local Plan Policies Map, and in accordance with the requirements of Policy IN6.

Community Infrastructure

- 13) Community facilities in Frimley will be protected in accordance with Policy IN4.

Frimley Green

- 9.54. Frimley Green is located to the south of the neighbouring settlement of Frimley. Whilst it is contiguous with the wider western urban area, Frimley Green benefits from its own distinct identity at its core, with a village green setting. The settlement has a population of around 6,771 residents¹⁷³.
- 9.55. A key asset of Frimley Green is the protected greenspace at its centre, which provides an attractive setting and focal point, contributing to the identity of the settlement. This is bounded by mature trees which add to the setting and character of the area. Future management of The Green open space should seek to include replacement planting for the mature trees that contribute to the unique character of the area should any required felling take place, in accordance with Policy DH5. There are also some Grade II listed buildings within the settlement area of Frimley Green and in the surrounding countryside, although none directly adjoin its central greenspace.
- 9.56. Frimley Green contains a designated Local Centre comprising a range of shops and services, clustered around The Green, Frimley Green Road, Wharf Road, Sturt Road and Guildford Road. In addition, an identified Neighbourhood Parade at Beaumaris Parade on Balmoral Drive provides a smaller range of shops and services for the local community.

¹⁷³ ONS Ward Level Population estimates mid-2020:
www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/datasets/wardlevelmidyearpopulationestimatesexperimental.



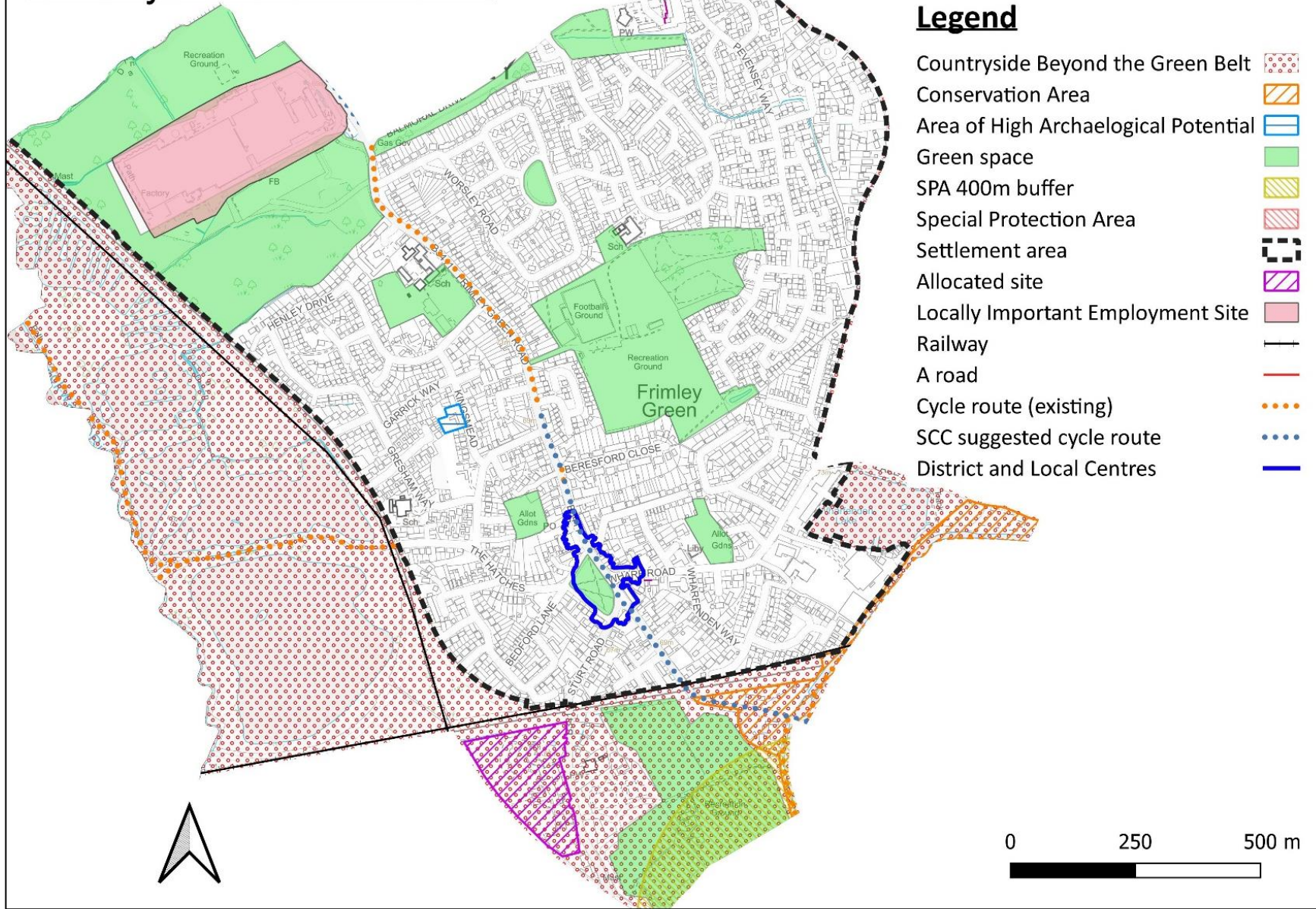
- 9.57. Frimley Green does not have a rail service, although the area is bisected by two rail lines. Land at Sturt Chord remains safeguarded for its potential to provide future rail access from the Ascot to Guildford line to the London Waterloo to Southampton mainline. There is pedestrian and cyclist access from Frimley Green Centre to Farnborough North Station in Rushmoor Borough, which is approximately 1km distance away. Parts of Frimley Green Road have a shared cyclist and pedestrian route and it is considered that there are opportunities to extend the cycle route so it links Frimley Green to Frimley Centre, which would provide access to other neighbouring areas. Three bus routes that service Frimley Green, providing access to larger settlements including Camberley, Farnborough and Aldershot.
- 9.58. Frimley Green is home to SC Johnson which is proposed to be allocated as a Locally Important Employment Site. Although SC Johnson's manufacturing use is not fully operational, the offices at the site are still in use. The site also contains the largest area of protected greenspace in the settlement area of Frimley Green, but as the site is privately owned, this is largely inaccessible to the public.
- 9.59. Frimley Lodge Park is a key asset of Frimley Green which is located in Countryside Beyond the Green Belt to the south of the settlement area. Frimley Lodge is a Council owned Green Flag Park which offers formal and informal recreational facilities and events. The Park allows accessibility to the Basingstoke Canal which is a designated Site of Special Scientific Interest (SSSI) and Conservation Area to the southeast of Frimley Green. The Canal provides further recreation opportunities and the towpath alongside the Canal enables pedestrian and cyclist access to the nearby settlements of Mytchett and Deepcut.
- 9.60. A number of proposed protected greenspaces are located throughout the Frimley Green settlement area. These include allotment gardens, school playing fields, informal open spaces within residential areas and the larger greenspaces at SC Johnson and Frimley Recreation Ground. Frimley Green Recreation Ground is a valuable resource, providing a large greenspace surrounded by residential areas, close to the centre of the settlement. It has a wide range of recreational facilities including a children's play area, football pitches, a cricket pitch and tennis courts. The area also contains areas of parkland and woodland.
- 9.61. The Frimley Green local area contains one Site of Importance for Nature Conservation (SINC) at the Frimley Hatches SINC in the west of the local area. There are a number of individual and area Tree Preservation Orders (TPOs) in Frimley Green. These include area TPOs around Wharfenden Lake in the southeast of the local area, and in the residential area around Henley Drive in the west of the Frimley Green settlement area.



- 9.62. To the west of Frimley Green are a number of lakes which were created following gravel extraction. Some areas in the north and west of Frimley Green are affected by flooding from the River Blackwater and its tributaries, including the Balmoral Ditch. These areas lie within Flood Zones 2 and 3.
- 9.63. Frimley Green is a relatively sustainable location for residential development due to its range of shops and services, the availability of public transport, and its proximity to the District Centre of Frimley which has a more extensive range of facilities. Housing in Frimley Green will be primarily delivered through the redevelopment of existing brownfield sites within the settlement area. In addition, the previously developed site at Land West of Sturt Road which is currently designated as Countryside beyond the Green Belt will be allocated for residential development. The site will be incorporated within the settlement boundary of Frimley Green, as identified on the Local Plan Policies Map.



Frimley Green Local Area



Local Area Principles for Frimley Green

Design and Heritage

- 1) Ensure development complements the late Victorian and Edwardian character of Frimley Green, providing good quality development in accordance with design Policy DH1 Design Principles, and the Western Urban Area Character Supplementary Planning Document
- 2) Preserve the village green setting at the centre of Frimley Green by re-designating the area of open space known as The Green as a protected greenspace.
- 3) Preserve and enhance Frimley Green's designated heritage assets and their settings, in accordance with heritage Policy DH7
- 4) Protect Frimley Green's non-designated heritage assets where this is practically achievable, in accordance with Policy DH7.

Housing

- 5) To promote the optimum use of land in sustainable locations apply minimum density standards set out in Policy DH2 for non-allocated major sites. This policy sets a minimum density standard of 40 dph in the Frimley Green settlement area.

Employment and Retail

- 6) Protect employment land in Frimley Green by allocating SC Johnson as a Locally Important Employment Site as defined on the Local Plan Policies Map
- 7) Retain the designation of Frimley Green as a Local Centre, with revised boundaries that take account of the most up-to-date evidence in the Surrey Heath Retail Site Survey 2021, as defined on the Local Plan Policies Map
- 8) Retain the designation of Beaumaris Parade as an identified Neighbourhood Parade in the Frimley Green local area, as defined on the Local Plan Policies Map

Transport

- 9) Safeguard Sturt Chord for potential future development of a rail link from the Ascot to Guildford line to the London Waterloo to Southampton mainline, as set out in Transportation Policy IN2
- 10) Seek improvements to the cycle network in Frimley Green, promoting better connectivity between Frimley Green Local Centre, outlying residential areas and neighbouring settlements
- 11) Promote provision of pedestrian and cyclist access as part of any new major developments in accordance with Policy IN2
- 12) Support the provision of public transport and highways improvements within the area in accordance with Policy IN2.



Green Infrastructure and Greenspaces

- 13) Provide protection to greenspaces in the Frimley Green local area as shown on the Local Plan Policies Map, and in accordance with the requirements of Policy IN6.

Community Infrastructure

- 14) Community facilities in Frimley Green will be protected in accordance with Policy IN4.

Mytchett

- 9.64. Mytchett is located to the south of Frimley Green and is the most southerly settlement in Surrey Heath. Mytchett forms the southern extent of the western urban area in Surrey Heath, made up of Camberley, Frimley, Frimley Green and Mytchett. The majority of residential development was built between 1945 and 1980. Much of the housing development fronting Mytchett Road, Hamesmoor Road and Coleford Bridge Road was built between WW1 and WW2 and during post war regeneration. The local area of Mytchett has a population of around 4,610¹⁷⁴ residents.
- 9.65. The Basingstoke Canal, designated in 1985, its conservation area and the Mytchett Lakes are defining features of the area. The general form of the Basingstoke Canal Conservation Area is linear, taking in the Canal and its immediate banks and towing paths and back-up tree belts, with the area extended to nearby physical features which provide an identifiable boundary or where features appear to be visually important to the character of the Canal.
- 9.66. The settlement boundary of Mytchett is bordered by the Countryside beyond the Greenbelt. The Thames Basin Heaths Special Protection Area is situated directly east of Mytchett, beyond the Guildford to Ascot Railway and the Basingstoke Canal SSSI, and its 400m buffer zone covers a large area of the settlement to the east of Mytchett Road. The Blackwater River and A331 form the western boundary of Mytchett, with some areas of Mytchett lying within flood zone 2 and 3. Areas of Mytchett are also within the Farnborough Airport public safety zone. Consequently, opportunities for residential development are limited within Mytchett. Two Mobile Home sites are located in Mytchett and the retention of these sites is supported.

¹⁷⁴ ONS Lower layer Super Output Area population estimates mid-2017:
<https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/datasets/wardlevelmidyearpopulationestimatesexperimental>.



- 9.67. Mytchett contains a designated neighbourhood parade which is linear in nature and formed by a cluster of retail units located on Mytchett Road. A small cluster of employment sites are located to the south of the neighbourhood parade, including Mytchett Garage. Mytchett contains some of the Borough's employment areas, including the proposed Locally Important Employment Site at Linsford Business Park and the proposed Strategic Employment Site at Frazer Nash.
- 9.68. Ash Vale is the nearest rail station and provides access to Woking and London Waterloo. North Camp station is also located nearby and provides services to Reading and Guildford. Mytchett is well served by local bus services, including the Aldershot to Camberley service, with the majority of services stopping within the neighbourhood centre. The Basingstoke Canal cycle route links Mytchett to Ash Vale to the South and Brookwood to the east, linking to wider cycle routes in Woking, Guildford and Waverley. There are also links to the Blackwater Valley cycle path, connected to the wider network in Hampshire. Opportunities to improve and extend the cycle network in Mytchett will be explored with Surrey County Council, the responsible authority for transport and public rights of way in Surrey Heath.
- 9.69. Mytchett Local Area contains a number of protected greenspaces, including recreation grounds and amenity open spaces. Mytchett Place House on the Frazer Nash site is the only locally listed building in the Mytchett local area. The area is well treed and there are a number of area and individual TPOs in Mytchett, especially towards the south of the settlement. Parts of Mytchett are subject to nature conservation designations, with a number of Sites of Importance for Nature Conservation (SINCs) including Mytchett Mere SINC and Coleford Bridge SINC.

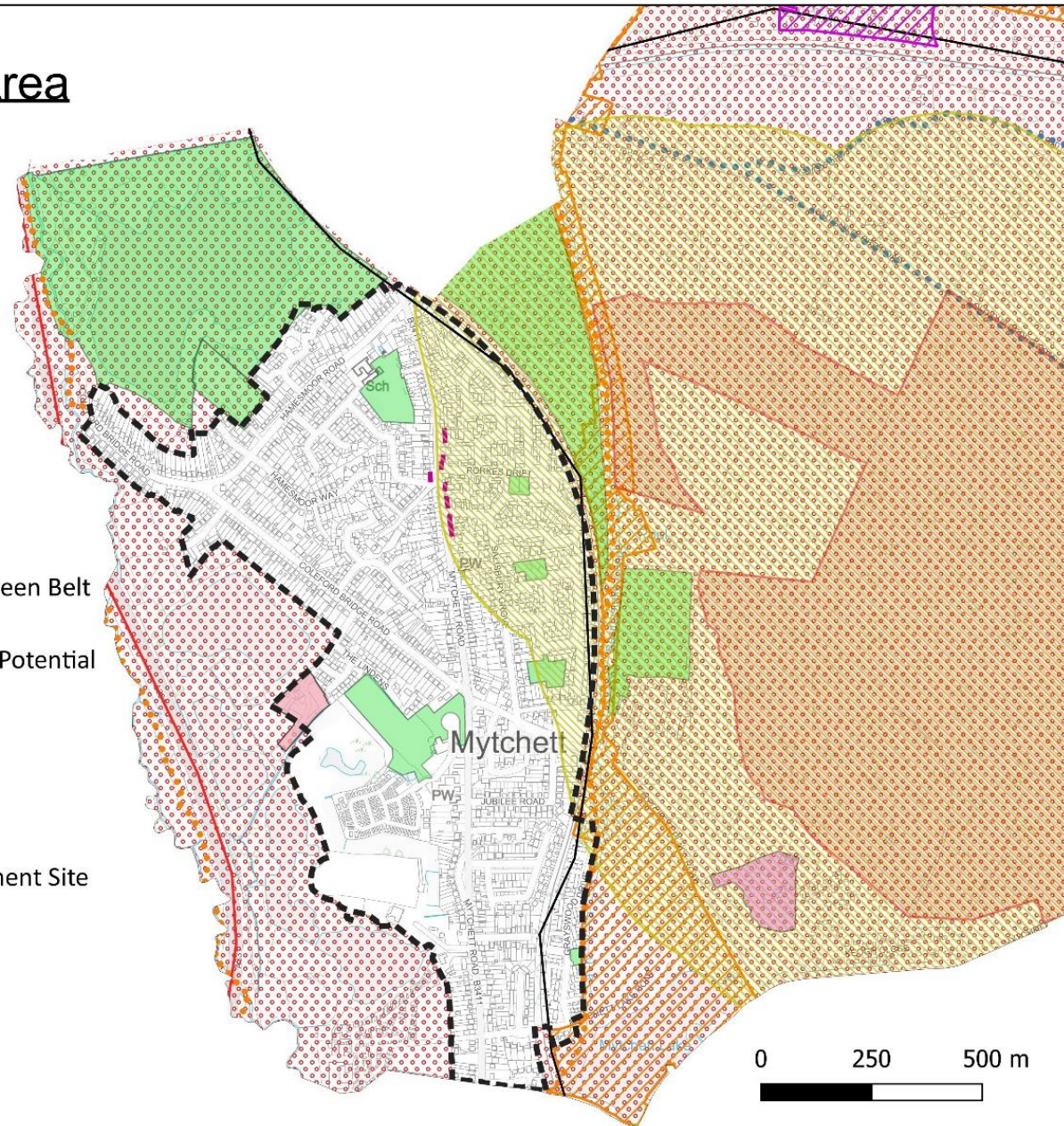


Mytchett Local Area



Legend

- Countryside Beyond the Green Belt
- Conservation Area
- Area of High Archaeological Potential
- Green space
- SPA 400m buffer
- Special Protection Area
- Settlement area
- Strategic Employment Site
- Locally Important Employment Site
- Railway
- A road
- Cycle route (existing)
- SCC suggested cycle route
- Neighbourhood Parade



Local Area Principles for Mytchett

Design and Heritage

- 1) Ensure residential development complements the character of Mytchett by providing good quality development in accordance with design policy DH1 Design Principles, and the Western Urban Area Character Supplementary Planning Document.
- 2) Preserve Mytchett's non-designated heritage assets where this is practically achievable, in accordance with Policy DH7.
- 3) Within the Basingstoke Canal Conservation Area, in particular taking account of the Canal, its immediate banks and towing paths and its extension to nearby physical features which provide an identifiable boundary, any signage should respect the character of the designated area.

Housing

- 4) Amend the settlement boundary of Mytchett to incorporate the site at Water's Edge within the settlement area.
- 5) To promote the optimum use of land in sustainable locations apply the minimum density standards set out in Policy DH2 for non-allocated major sites. This policy sets a minimum density standard of 40 dph in the Mytchett settlement area.

Employment and retail

- 6) Protect employment land in Mytchett by allocating the Frazer Nash site as a Strategic Employment Site and Linford Business Park as a Locally Important Employment Site, in accordance with Policy ER2 and ER3.
- 7) Retain the designation of Mytchett Neighbourhood Parade as defined on the Local Plan Policies Map.

Transport

- 8) Support opportunities to improve access to the Basingstoke canal and to other water areas as a leisure opportunity.
- 9) Encourage improvements to the Sustrans cycle network along the Basingstoke Canal and connectivity between the Basingstoke Canal and Blackwater Valley cycle paths.
- 10) Promote provision of pedestrian and cyclist access as part of any new major developments in accordance with Policy IN2.
- 11) Support the provision of public transport and highways improvements within the area in accordance with Policy IN2.



Green Infrastructure and Greenspaces

- 12) Provide protection to greenspaces in the Mytchett local area as shown on the Local Plan Policies Map, and in accordance with the requirements of Policy IN6.

Community Infrastructure

- 13) Community facilities in Mytchett will be protected in accordance with Policy IN4.



East of the Borough

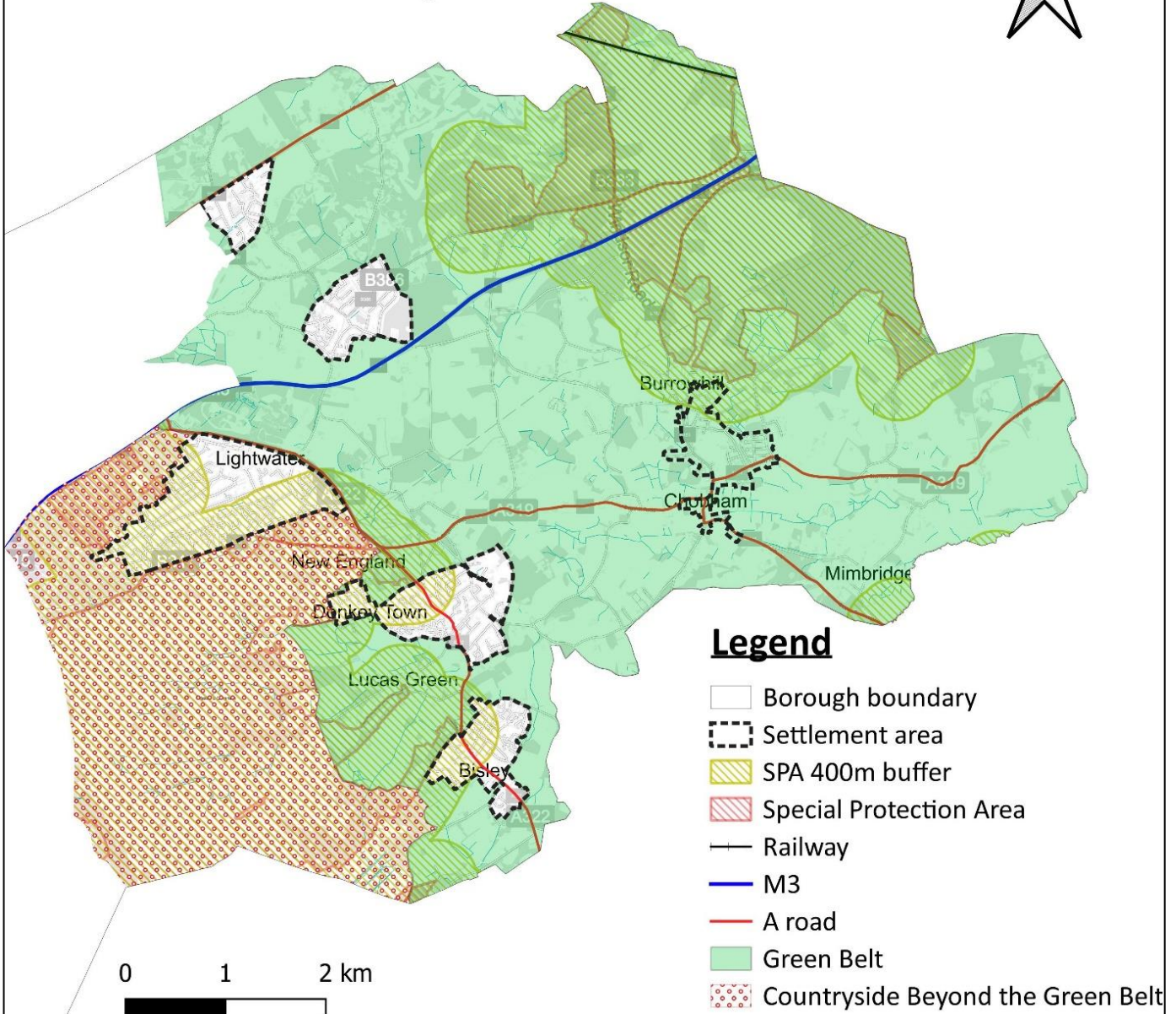
- 9.70. The east of the Borough is predominantly rural. There are five local areas in the east of Surrey Heath which include the settlement areas of Bisley, Chobham, Lightwater, West End and Windlesham. The villages of Lightwater, West End and Bisley are located along the A322 Guildford Road which runs north to south through the Borough. The three settlements are separated by small areas of Green Belt and Countryside beyond the Green Belt land. It is important that the gaps between these settlements are maintained, as well as the gap between Bisley and the nearby settlement of Knaphill in Woking Borough, in order to prevent coalesce of the individual settlements.
- 9.71. The settlements of Windlesham and Chobham are located within the Green Belt and have rural settings. Windlesham has two separately defined settlement areas which are both inset within the Green Belt. The more southerly of these is based around the centre of the village of Windlesham, which is located at Updown Hill. The northerly settlement area is at Snows Ride which is a more recent development than its southern neighbour, and is almost entirely residential.
- 9.72. Windlesham has two Conservation Areas. Windlesham Updown Hill Conservation Area is located in the southerly settlement area of Windlesham and the Windlesham Church Road Conservation Area is located within Green Belt land around Church Road and Kennel Lane, outside of the settlement areas. There is also a Conservation Area at the centre of Chobham Village. The village centre of Chobham is designated as a Conservation Area and retains many of its old buildings and much of its historic character. In particular, Chobham High Street contains the highest concentration of listed buildings in the Borough. The settlement area of Chobham is entirely washed over by Green Belt.
- 9.73. A number of employment sites are located throughout the east of the Borough in rural locations. These include the former Defence Evaluation and Research Agency site at Longcross near Chobham and Fair Oaks Airport in the far east of the Borough, Eli Lilly in Windlesham and the former British Oxygen Company site near Valley End. All these sites are proposed for designation as employment sites within the Green Belt, which retain their Green Belt washes.



- 9.74. The eastern part of Surrey Heath is characterised by Green Belt and some small areas of Countryside beyond the Green Belt. The countryside to the south of Lightwater is heathland which is part of the designated Thames Basin Heaths Special Protection Area. The Green Belt land at Chobham Common in the far east of the Borough is an area of heathland also designated Special Protection Area. In addition, both heathland areas also form part of the Thursley, Ash, Pirbright and Chobham Special Area of Conservation. Other rural areas in the east of the Borough comprise large areas of open pasture land, woodland and the watercourse valleys of the Windlebrook/Halebourne/Addlestone and The Bourne. There are extensive low lying meadowlands mostly surrounding Chobham.
- 9.75. Overall, there are limited opportunities for development in the east of Surrey Heath. This is largely due to the majority of land being designated as Green Belt, and the presence of heathland areas which are dually designated Special Protection Areas and Special Areas of Conservation. The spatial strategy therefore directs the majority of development to the west of the Borough, which is the most sustainable approach for delivering future development in Surrey Heath.
- 9.76. The previously allocated housing reserve sites at West End and Windlesham have now received planning permission, with the delivery of dwellings having commenced in West End. It is expected that the remainder of these permitted sites will be built out over the plan period.



East of the Borough



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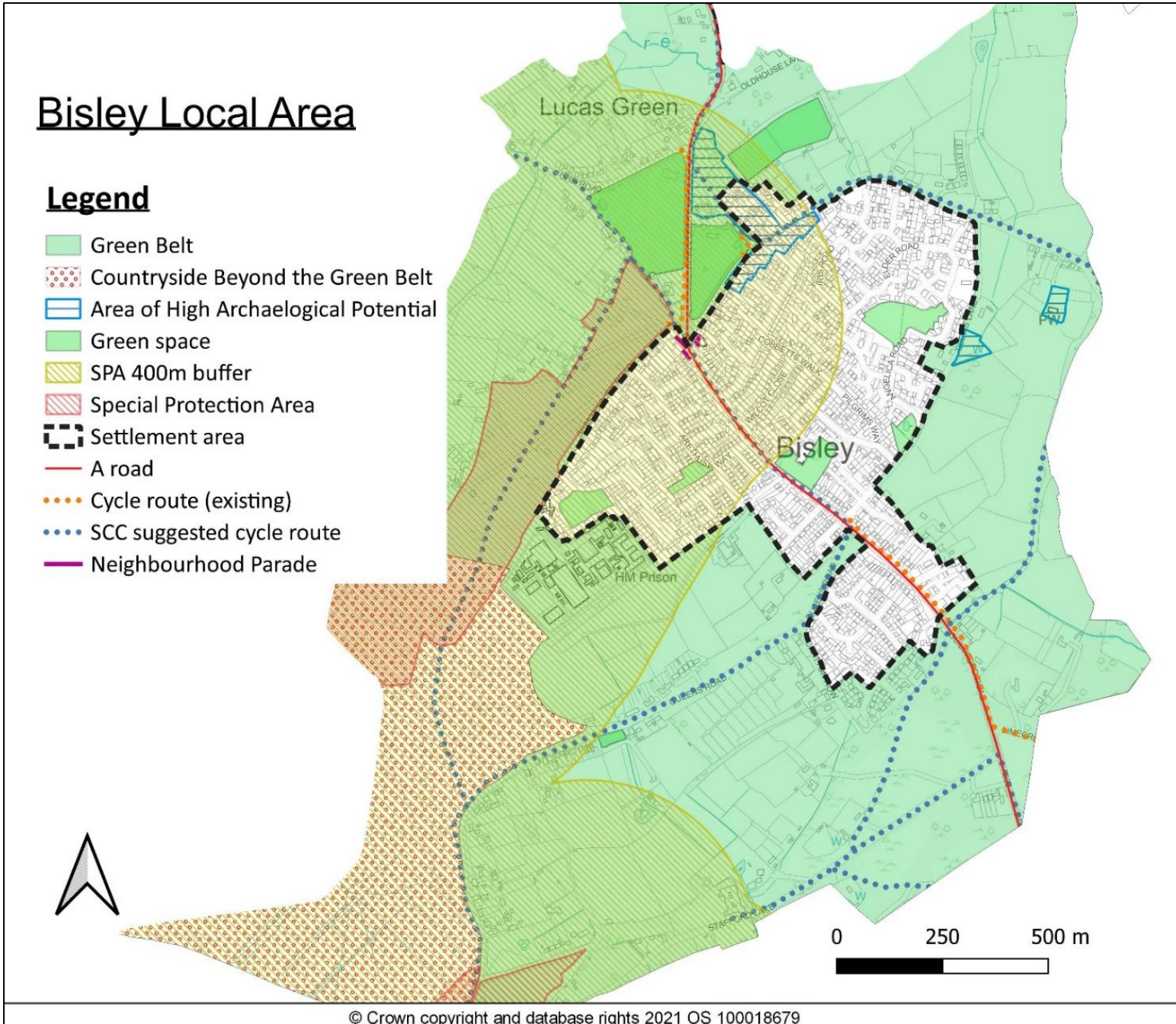
Bisley

- 9.77. Bisley is the most southerly ward in the east of the Borough, adjoining Woking Borough Council to the southeast. The village is famous for the National Rifle Association (NRA) championships which moved there in 1890, a competition hosted by the NRA on the Bisley Ranges which is Ministry of Defence land. Bisley has hosted shooting events for the 1908 Olympic Games and the 2002 Commonwealth Games. The population of Bisley is now around 4,000 people. A large proportion of housing development in Bisley has been built since 1979, although a number also originate from post war regeneration, much of which is characterised by semi-detached housing. Housing affronting the A322 and Queens Road were built between WWI and WW2.
- 9.78. The settlement area of Bisley is surrounded by the Metropolitan Green Belt and much of the village of Bisley lies within the Thames Basin Heaths SPA 400m buffer zone and as such opportunities for residential development are limited. Areas of the heathland extend into the settlement area and adjoin the designated Common Land at Bisley Village Recreation Ground. The Recreation Ground and adjoining Common Land at Church Lane contribute to the green and treed character of the village. Future management of this land should seek to include replacement planting for the trees that flank the open space at Guildford Road, which contribute to the unique character of the area should any required felling take place, in accordance with Policy DH5.
- 9.79. It is considered that development in Bisley will largely come forward on brownfield and windfall sites outside the 400m buffer zone, over the plan period. It is also possible that housing could be delivered at rural exception sites within the Green Belt, subject to there being a demonstrable local need for this type of development, and proposals meeting the criteria in Policy H9.
- 9.80. The A322 Guildford Road bisects Bisley from north to south and is a major route between Surrey and Berkshire, running north to south towards Bracknell and Guildford respectively. It is recognised that traffic is prevalent on the A322, especially during peak hours.
- 9.81. Bisley is designated as a neighbourhood parade which is characterised by a small number of retail units to the south of the A322, Church Road Roundabout. Bisley is home to the Coldingley Prison, a large employer in the area, which is a category C training Prison that remains operational and was originally opened in 1969.



- 9.82. There is limited public transport in Bisley, however the local area is relatively well served by bus services, including the Guildford, Woking and Camberley service. The closest railway station is Brookwood to the south of Bisley, which has frequent direct services to London. Cycle links between Bisley and Brookwood are fragmented. An established cycle route runs along the A322 in Bisley, linking the local area to Woking's cycle network, but the route is fragmented. Opportunities to improve and extend the cycle network in Bisley will be explored with Surrey County Council, the responsible authority for transport and public rights of way in Surrey Heath.
- 9.83. Bisley contains a number of statutory and locally listed buildings, including Clews Farm House and Springfield Cottage. In addition, there are three areas to the east of Bisley identified as Areas of High Archaeological Potential. A number of protected greenspaces are situated in the Bisley local area including amenity open spaces, Bisley football club and school playing fields. The area has several individual and group TPOs, including in the Snowdrop Way and the South Road area. Bisley Village Green is designated a SINC and there also SINC to the South of the Local area, including Bisley Common.





Local Area Principles for Bisley

Design and Heritage

- 1) Ensure development complements the character of Bisley by providing good quality development in accordance with design policy DH1 Design Principles
- 2) Conserve the open green setting of Bisley Village which is particularly recognisable at the northern edge of the settlement area, by ensuring continued preservation of the designated Bisley Village Recreation Ground and the adjoining Land at Church Lane.
- 3) Preserve and enhance Bisley's designated heritage assets, and their setting, particularly the Grade II* listed Church of St John the Baptist and the Grade II buildings on Church Lane, Clews Lane and Shaftesbury Road, in accordance with heritage Policy DH7
- 4) Protect Bisley's non-designated heritage assets where this is practically achievable, in accordance with Policy DH7.

Housing

- 5) To promote the optimum use of land in sustainable locations apply the minimum density standards set out in Policy DH2 for non-allocated major sites. This policy sets a minimum density standard of 30 dph in Bisley settlement area
- 6) Recognise that there may be potential opportunities for rural exception sites subject to any proposed development meeting identified needs and other criteria set out in Policy H9.

Employment and Retail

- 7) Retain the neighbourhood parade in Bisley, as defined on the Local Plan Policies Map and set out in Policy ER9.

Transport

- 8) Maintain and improve pedestrian and cyclist access on the A322, encouraging sustainable modes of transport.
- 9) Promote provision of pedestrian and cyclist access as part of any new major developments in accordance with Policy IN2
- 10) Support the provision of public transport and highways improvements within the area in accordance with Policy IN2.

Green Infrastructure and Greenspaces

- 11) Provide protection to greenspaces in the Bisley local area as shown on the Local Plan Policies Map, and in accordance with the requirements of Policy IN6.



Community Infrastructure

12) Community facilities in Bisley will be protected in accordance with Policy IN4.

Chobham

- 9.84. Chobham is an historic settlement located in the east of the Borough. The wider local area beyond Chobham Village is rural Green Belt land that is interspersed with individual properties and small clusters of housing. Chobham Common is located to the north of Chobham Village and is a Special Area of Conservation (SAC) that also forms part of the Thames Basin Heaths Special Protection Area. The local area of Chobham has a population of around 3,880¹⁷⁵.
- 9.85. The centre of Chobham Village is visually compact. The architectural and heritage interest of the village can be seen in the concentration of listed buildings clustered around the High Street, which is a defining feature of the settlement. Chobham High Street itself benefits from these largely intact series of historic buildings interspersed with views of the surrounding rural area.
- 9.86. The Chobham Village Conservation Area encompasses the centre of the village and adjoining areas, including residential properties and open greenspaces beyond the village's settlement boundary. There are 28 statutory listed buildings within the Conservation Area of which 27 are Grade II Listed. There is also the Grade I Listed Church of St Lawrence. In addition, there are a significant number of statutory listed buildings throughout the wider Chobham local area, in predominantly rural locations.
- 9.87. The local area of Chobham contains three employment sites which are proposed for allocation. The former British Oxygen Company site and former Defence Evaluation and Research Agency site are proposed Strategic Employment Sites. The former British Oxygen Company site is located in the northwest of the Chobham local area, near Windlesham, and the former Defence Evaluation and Research Agency is located in the northeast of the Chobham Local Area, at Longcross.

¹⁷⁵ ONS ward level population estimates mid-2017:

<https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/datasets/wardlevelmidyearpopulationestimatesexperimental>



- 9.88. Fair Oaks Airport lies to the east of Chobham village, close to Surrey Heath's administrative boundary with Runnymede and Woking Boroughs and is a proposed Locally Important Employment Site. In addition to its established use as an airport, Fair Oaks is also home to a number of businesses, including commercial employers associated with the general aviation industry.
- 9.89. The village centre of Chobham is identified as a Local Centre. Chobham High Street offers a range of retail uses including shops that service day-to-day needs and more specialist antique and boutique style shops. In addition, the centre contains a range of restaurants and other local amenities. Overall, the Centre benefits from its attractive historic setting and shows good vitality and viability, with a large proportion of units in a retail use and a very low number of vacant units, according to the Retail Site Survey Paper 2021. An identified Neighbourhood Parade is located at Chertsey Road, which is in the east of the Chobham settlement area. This provides a smaller range of shops and services for the local community.
- 9.90. Chobham is served by limited public transport. A limited number of bus routes provide connectivity to nearby areas including other small settlements in the east of Surrey Heath and the larger town of Woking, to the southeast of Chobham. Woking station is located 5km from Chobham Village and provides fast and frequent services to London. A train station is situated adjacent to the Chobham local area, at Longcross in Runnymede. This station is located some 5km to the north of Chobham Village and has very limited train services to London.
- 9.91. Currently there are no designated cycle routes in Chobham, and therefore the local area is disconnected from the wider cycle network. Opportunities to introduce cycle and pedestrian routes in Chobham that also provide connectivity to nearby settlements, will be explored with Surrey County Council, the responsible authority for transport and public rights of way in Surrey Heath.
- 9.92. With the exception of Chobham Village which is proposed to be inset from the Green Belt, the entire local area of Chobham is within the Metropolitan Green Belt, providing excellent accessibility to the countryside for informal recreation opportunities. In addition, proposed protected greenspaces are situated within the local area. These are located within or adjoining the settlement area of Chobham and include recreation grounds, allotments, Chobham Water Meadows SANG and Chobham Cemetery. Chobham Water Meadows is a 23.5 hectare SANG that is accessible from the village centre of Chobham. The Chobham local area also contains a number of Sites of Importance for Nature Conservation (SINCs) including Burrow Hill Green SINC.



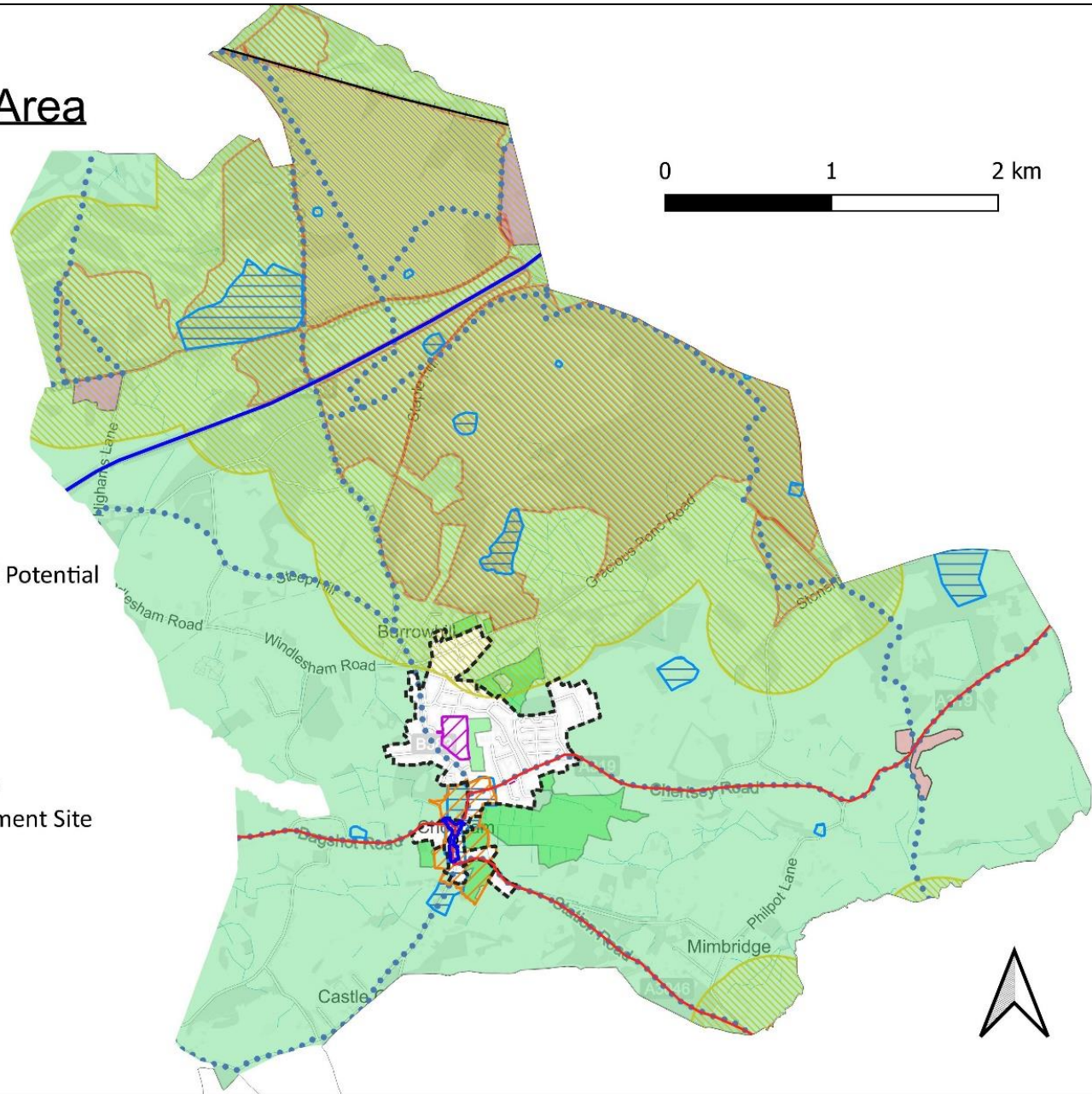
- 9.93. Parts of the local area are covered by the Environment Agency's Flood Zone 2 and 3 designations and are at risk from flooding. In particular, flood risk arises in the Chobham local area from the Millbourne. In addition, some areas are impacted by surface water flooding. Flood mitigation measures are being implemented within some of the affected areas, to alleviate the impacts of flooding.
- 9.94. The potential for residential development within this area is very limited as a consequence of the majority of the local area being designated Green Belt land. However, housing in Chobham will be primarily delivered through the redevelopment of existing previously developed sites within the settlement area of Chobham which provides the greatest opportunity for delivering housing in the area. In addition, housing could be delivered at rural exception sites within the Green Belt, subject to there being a demonstrable need for this type of development, and proposals meeting the criteria in Policy H9. Overall, it is considered that a limited amount of development in Chobham will therefore largely come forward on small previously developed or windfall sites together with some possible rural exception sites, over the plan period.
- 9.95. Chobham Parish Council is developing a Neighbourhood Plan for Chobham. The designated neighbourhood area covers the entire parish of Chobham which has the same geographic scope as the Chobham local area referred to in this profile. The Chobham Neighbourhood Plan will need to be in conformity with the strategic approach to Chobham set out in the adopted Local Plan and in this Local Plan.



Chobham Local Area

Legend

- Green Belt
- Conservation Area
- Area of High Archaeological Potential
- Green space
- Special Protection Area
- SPA 400m buffer
- Settlement area
- Allocated site
- Strategic Employment Site
- Locally Important Employment Site
- Railway
- M3
- A road
- Cycle route (existing)
- SCC suggested cycle route
- District and Local Centres
- Neighbourhood Parade



Local Area Principles for Chobham

Design and Heritage

- 1) Ensure development complements the historic character of Chobham Village and local area, which has a prevalence of surviving pre-19th Century Listed Buildings at its centre, by providing good quality development in accordance with design policy DHI Design Principles.
- 2) Preserve and enhance Chobham's designated heritage assets, and their setting in accordance with Policy DH7, including Chobham Village Conservation Area and the listed buildings in Chobham High Street and throughout the local area.
- 3) Within Chobham Village Conservation Area the design of shop fronts and signage should respect the character of the designated area, particularly its central core along the High Street.
- 4) Protect Chobham's non-designated heritage assets where this is practically achievable, in accordance with Policy DH7.

Housing

- 5) Ensure development sites that come forward within Chobham Village Conservation Area reflect the historic character of the village
- 6) Recognise that there may be potential opportunities for rural exception sites subject to them meeting identified needs and other criteria set out in Policy H9.

Employment and Retail

- 7) Protect employment land in Chobham by allocating Strategic Employment Sites at the former British Oxygen Company site near Valley End and the former Defence Evaluation and Research Agency site, Longcross, and allocating Fair Oaks Airport as a Locally Important Employment Site as defined on the Local Plan Policies Map and set out in Policies ER2 and ER3.
- 8) Retain the designation of Chobham as a Local Centre, with revised boundaries that take account of the most up-to-date evidence in the Surrey Heath Retail Site Survey 2019, as defined on the Local Plan Policies Map.
- 9) Retain the designation of the designated Neighbourhood Parade in Chertsey Road, Chobham, as defined on the Local Plan Policies Map.

Transport

- 10) Seek to introduce a cycle network within the Chobham local area, promoting better connectivity between Chobham Village and neighbouring settlements.
- 11) Promote provision of pedestrian and cyclist access as part of any new major developments in accordance with Policy IN2.



- 12) Support the provision of public transport and highways improvements within the area in accordance with Policy IN2.

Green Infrastructure and Greenspaces

- 13) Provide protection to greenspaces in the Chobham local area as shown on the Local Plan Policies Map, and in accordance with the requirements of Policy IN6.

Community Infrastructure

- 14) Community facilities in Chobham will be protected in accordance with Policy IN4.

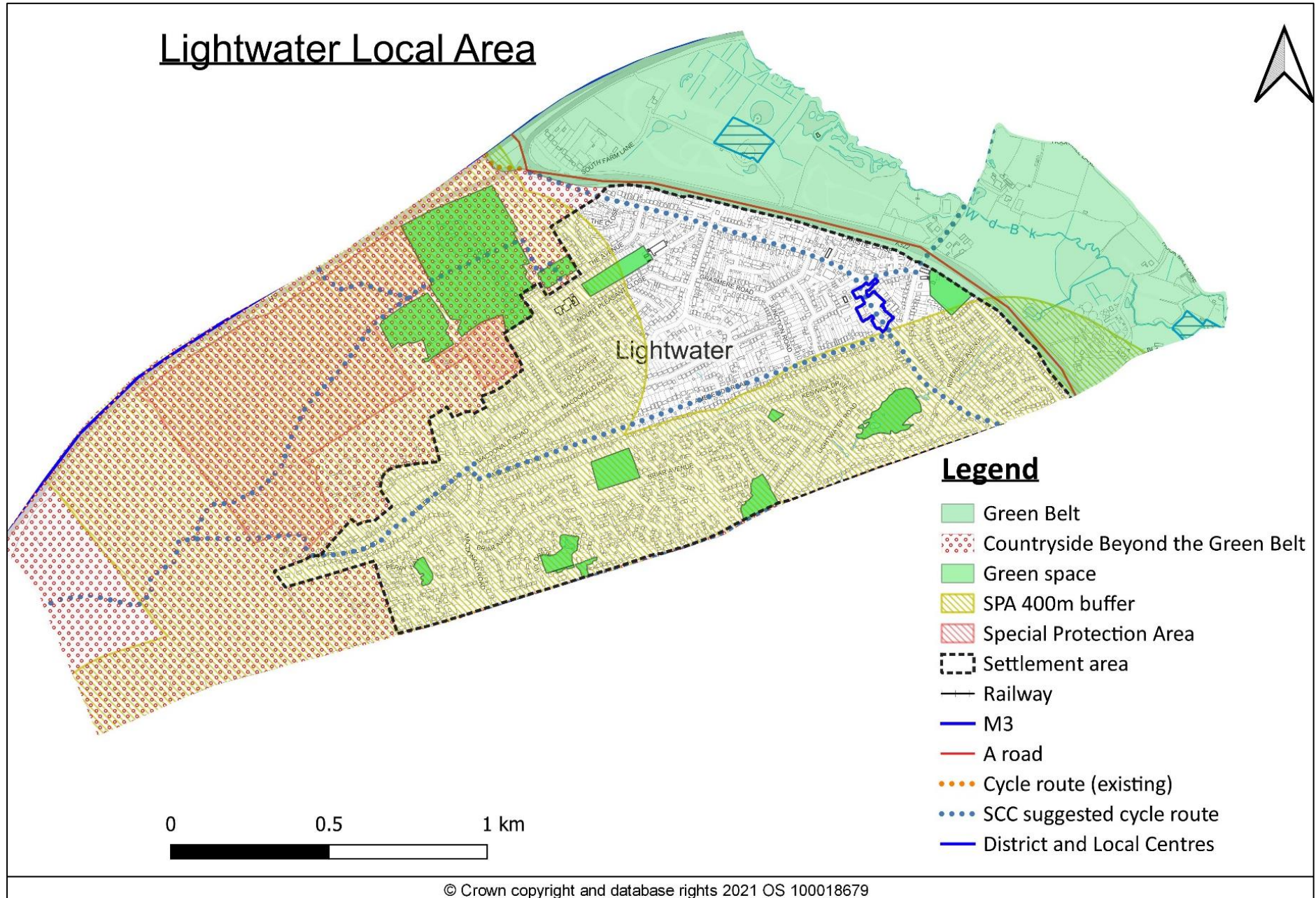
Lightwater

- 9.96. Lightwater is located at the centre of the Borough, 5 miles east of Camberley, south of the M3, and has a population of just under 7,000 people. There is evidence of a Roman settlement in the 1st Century AD just to the east of Lightwater adjacent to the Bourne stream. By the 19th century only a handful of houses and farms were present. The area was a vast tract of Lowland Heath known as Bagshot Heath with farmland around its edges. The name 'Lightwater' originates from the clear (light) water that flowed from the common moorland.
- 9.97. The centre of the Village developed around Guildford, All Saints, Ambleside, Macdonald and Broadway Roads and largely derives its valued character from Victorian and Edwardian buildings from the period 1890-1915. Development centred fronting MacDonald Road and Ambleside Road originates from the WWI to WW2 period and are predominantly detached. The majority of residential development in Lightwater has been built since 1964, consisting of a number of housing estates developed from the 1960s to mid-1980s.
- 9.98. A Village Design Statement Supplementary Planning Document has been adopted for Lightwater. The Lightwater Village Design Guide 2007 aims to protect and enhance the local distinctiveness of Lightwater, in respect of its built environment and landscape, through guiding new development and other changes to the environment.
- 9.99. The Windlebrook forms part of the eastern boundary and the Environment Agency Flood Zones 2 and 3 affect some of the countryside surrounding Lightwater. Lightwater's settlement area is surrounded by countryside and the Thames Basin Heaths SPA to the south and west and the Green Belt lies to the north and east. The majority of Lightwater is within the Thames Basin Heaths SPA 400m buffer zone and therefore opportunities for new development are very limited. Development may therefore only come forward on brownfield and windfall sites, outside the 400m buffer zone, over the plan period.



- 9.100. Lightwater is home to Lightwater Country Park which extends to 59ha. The Country Park is predominately heathland habitat, but also includes ponds, woodland, meadows and areas of scrub. These habitats offer the opportunity to observe a wide variety of wildlife, birds, mammals, plants and insects. An area of heathland within the Country Park has been designated a Site of Special Scientific Interest (SSSI) and is also part of the Thames Basin Heaths Special Protection Area. The Country Park is therefore an area of high nature conservation value.
- 9.101. Lightwater has direct access to the M3 via junction 3 to the north of Lightwater. The A322 runs parallel to the eastern boundary of Lightwater's settlement area and constitutes a major route between Surrey and Berkshire. Red Road (B311) runs parallel to the southern border of Lightwater's, which is a significant link between the east and west of the Borough.
- 9.102. Bus services to Lightwater are limited, but the area is served by the Camberley to Guildford Bus service. There are no formal cycle routes in Lightwater. Opportunities to improve and extend the cycle network in Lightwater will be explored with Surrey County Council, the responsible authority for transport and public rights of way in Surrey Heath. The closest railway station to Lightwater is Bagshot, located about 1km north of Lightwater's Local Centre.
- 9.103. Lightwater contains a designated Local Centre that represents one of the greatest concentrations of retail and other E-use classes in the east of the Borough, offering a range of shops and services centred on Guildford Road north of the junction with Ambleside Road.
- 9.104. Several statutory listed buildings in the Lightwater local area are located on the A322, including the Rectory Farmhouse. In addition, an area is identified as an Area of High Archaeological Potential, to the north of Lightwater. The area has protected greenspaces including amenity open spaces, Lightwater Leisure Centre and school playing fields. There are several individual and area TPOs throughout Lightwater, including in areas north and south of Briar Avenue. Part of Lightwater Park is designated a SINC and there a number of other SINC's in the local area.
- 9.105. The Lightwater Leisure Centre is situated within the Country Park and is a modern sporting and leisure complex catering for many indoor sporting and social activities; outdoors there are tennis courts, and pitches for rugby, football and hockey. Within the Park, there are informal seating areas around Hammond Ponds, a Heathland Visitor Centre, a picnic area, and easy access paths have been created.





Local Area Principles for Lightwater

Design and Heritage

- 1) Ensure development complements the generally Victorian and Edwardian character of Lightwater, by providing good quality development in accordance with design policy DHI Design Principles.
- 2) Preserve and enhance Lightwater's designated heritage assets, and their setting, including the Statutory Listed Grade II buildings at the Rectory Farm, Lee Lane Farmhouse and Pleasant Cottage, in accordance with heritage Policy DH7.

Housing

- 3) Ensure To promote the optimum use of land in sustainable locations apply the minimum density standards set out in Policy DH2 for non-allocated major sites. This policy sets a minimum density standard of 30 dph in Lightwater settlement area.

Employment and Retail

- 4) Retain the designation of Lightwater Local Centre, with revised boundaries that take account of the most up-to-date evidence in the Surrey Heath Retail Site Survey 2019, as defined on the Local Plan Policies Map and set out in Policy ER8.
- 5) Align the Primary Shopping Area of Lightwater with the boundary of the Local Centre as defined on the Local Plan Policies Map and set out in Policy ER8.

Transport

- 6) Seek to improve cyclist access in the local area and to Bagshot Station, in accordance with Transportation Policy IN2 and Climate Change Policy SS3a.
- 7) Promote provision of pedestrian and cyclist access as part of any new major developments in accordance with Policy IN2.
- 8) Support the provision of public transport and highways improvements within the area in accordance with Policy IN2.

Green Infrastructure and Greenspaces

- 9) Provide protection to greenspaces in the Lightwater local area as shown on the Local Plan Policies Map, and in accordance with the requirements of Policy IN6.

Community Infrastructure

- 10) Community facilities in Lightwater will be protected in accordance with Policy IN4.



West End

- 9.106. The West End local area contains the village of West End itself and rural areas that are designated Green Belt or Countryside beyond the Green Belt. The settlement area of West End is inset within the Green Belt and Countryside beyond the Green Belt. Much of the rural area to the west of the settlement is heathland designated as Thames Basin Heaths Special Protection Area. In addition, a significant part of the settlement area of West End is also within the 400m exclusion zone of the Special Protection Area, where further residential development is very limited. The West End local area has a population of around 4,590¹⁷⁶.
- 9.107. West End's name originated as the settlement was initially considered to be the western part of nearby Chobham. Prior to the settlement's existence, the area consisted of open heathland and peat bogs. The local area of West End includes a number of Grade II Listed Buildings and a Grade II* Listed Building at Brook Place, located northeast of West End Village, which dates back to 1656. The Grade II listed Hookstone Farm, located north of West End Village is one of the oldest houses in the West End local area, with some parts pre-dating 1450.
- 9.108. In addition to the policies in the Local Plan, planning decisions in West End are also guided by the West End Village Design Statement Supplementary Planning Document which was adopted in 2016.
- 9.109. West End has a Neighbourhood Parade, which is centrally located at The Parade, Gosden Road. This provides a small range of shops for the local community. Many of West End Village's amenities are located in proximity of the A322 Guildford Road which is the main road through the village, running north to south towards Bracknell and Guildford respectively. West End also has a small High Street which has local amenities including a post office, convenience shop and social club. To the north of the High Street large green open spaces flanked by mature trees contribute to the verdant and open character of the village.
- 9.110. Limited public transport serves West End including some bus services providing connectivity with larger nearby towns such as Camberley, Woking and Guildford. The nearest train station is located 5km to the south of West End at Brookwood, and is also accessible from the village via the bus network.

¹⁷⁶ ONS ward level population estimates mid-2017:

<https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/datasets/wardlevelmidyearpopulationestimatesexperimental>



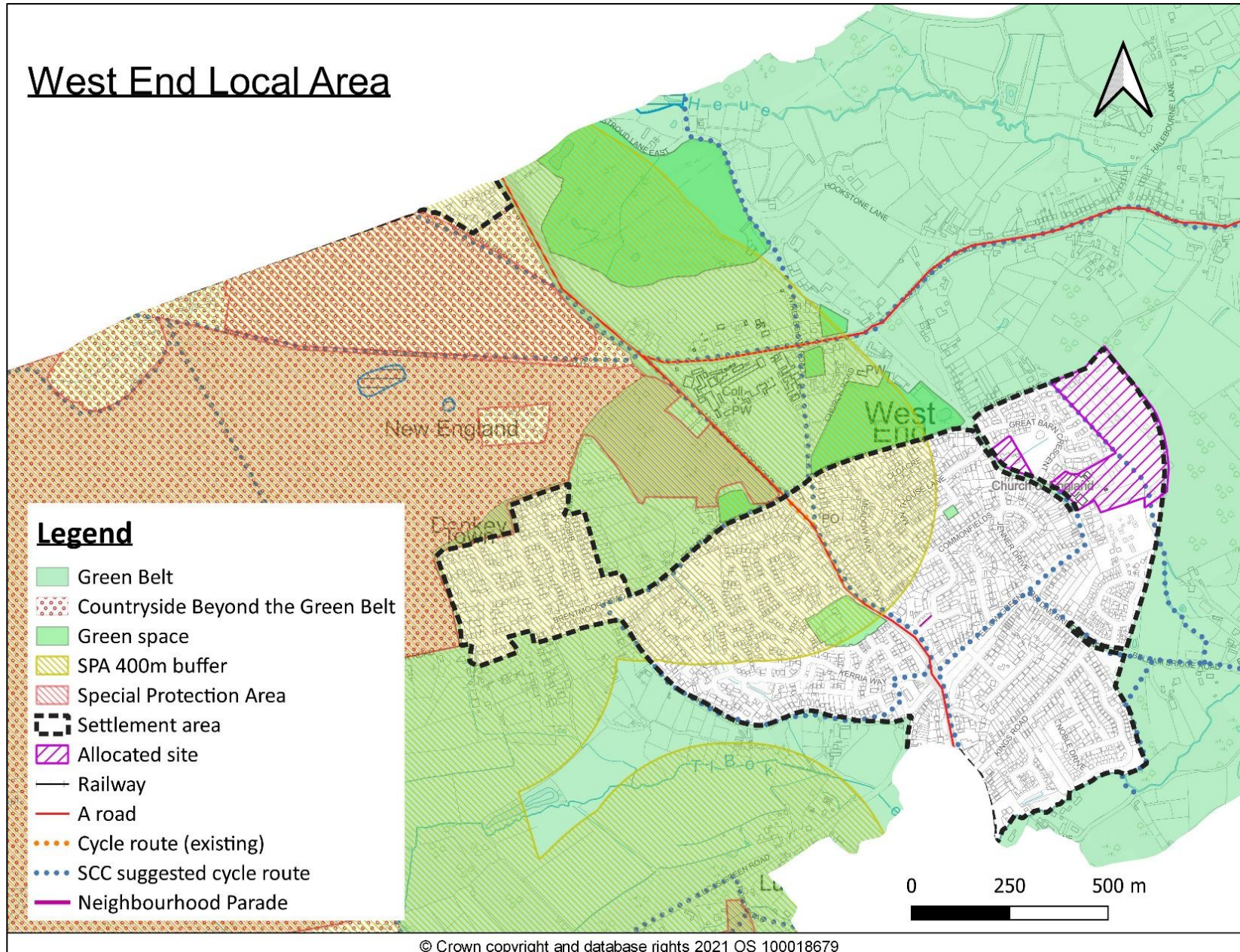
- 9.111. There is currently only one designated cycle route in West End, which runs for a short distance adjacent to Guildford Road. This does not provide connectivity to other parts of the settlement, or to neighbouring areas, and therefore the local area is disconnected from the wider cycle network. Opportunities to introduce cycle and pedestrian routes in West End that also provide connectivity to nearby settlements and Brookwood Train Station will be explored with Surrey County Council, the responsible authority for transport and public rights of way in Surrey.
- 9.112. West End includes a number of proposed protected greenspace designations and these are generally located within and adjacent to the settlement area. The designated greenspaces include recreation grounds, allotments and informal greenspaces. In addition, there are significant areas of Common Land within the vicinity of West End Village. One of the most notable areas of Common Land is at West End Parish Recreation Ground to the north of the settlement which provides a wide range of formal recreation amenities and informal recreation opportunities. The Common Land borders the edge of the settlement, and contributes positively to the character of West End. Future management of this land should seek to include replacement planting for the trees that flank the open space and contribute to the unique character of the area should any required felling take place, in accordance with Policy DH5.
- 9.113. The West End local area also contains a number of Sites of Importance for Nature Conservation (SINCs) including West End Churchyard SINC and The Folly SINC. There are a number of individual and woodland Tree Preservation Orders (TPOs) in the local area, particularly within the settlement area of West End, which help contribute to the green character of the village.
- 9.114. In the north of the West End local area, there is flood risk present from The Hale Bourne watercourse, and in the south of the local area, there is flood risk arising from The Bourne watercourse. Affected areas are covered by the Environment Agency's Flood Zone 2 and 3 designations.
- 9.115. The village of West End has seen significant growth in recent years at its eastern fringe, where previously allocated housing reserve sites have been granted planning permission. The sites are currently designated Countryside beyond the Green Belt but it is proposed to extend the settlement boundary to include the now largely developed sites within West End.



- 9.116. There are no further opportunities for development in the Countryside Beyond the Green Belt in West End, as this land is either designated Special Protection Area, or within the 400m exclusion zone around the Special Protection Area. Overall, it is considered that limited development in the West End local area will therefore largely come forward on small previously developed sites including windfall sites located outside of the above designated areas. It is also possible that housing could be delivered at rural exception sites within the Green Belt, subject to there being a demonstrable local need for this type of development, and proposals meeting the criteria in Policy H6.
- 9.117. The settlement area of West End is separated from the settlement of Bisley by a small stretch of Green Belt land. It is important that the gap between the two settlements is maintained, to prevent any coalescence of the villages.



West End Local Area



Local Area Principles for West End

Design and Heritage

- 1) Ensure development complements the character of West End Village and the wider local area by providing good quality development in accordance with design policy DH1 Design Principles, and the West End Village Design Statement.
- 2) Conserve the open green setting of West End Village that is particularly recognisable at the northern edge of the settlement area by ensuring continued preservation of West End Parish Recreation Ground.
- 3) Preserve and enhance West End's designated heritage assets, and their setting in accordance with heritage Policy DH7, including the various Grade II listed buildings and the Grade II* listed building within the local area.
- 4) Protect West End's non-designated heritage assets where this is practically achievable, in accordance with Policy DH7.

Housing

- 5) Any development within the Green Belt should not impact its openness or rural character, in accordance with Policies GBC1 and GBC2, as required.
- 6) Amend the settlement boundary of West End to include the previously allocated West End housing reserve sites east of Benner Lane and south of Kings Road within the settlement area, as defined on the Local Plan Policies Map.
- 7) To promote the optimum use of land in sustainable locations apply the minimum density standards set out in Policy DH2 for non-allocated major sites. This policy sets minimum density standard of 30 dph in the West End settlement area.
- 8) Recognise that there may be potential opportunities for rural exception sites subject to development meeting identified needs and other criteria set out in Policy H9.

Employment and Retail

- 9) Retain the designation of identified Neighbourhood Parade in Gosden Road, as defined on the Local Plan Policies Map.

Transport

- 10) Seek to introduce a cycle network within the West End local area, promoting better connectivity between West End Village, neighbouring settlements, and Brookwood Station.
- 11) Promote provision of pedestrian and cyclist access as part of any new major developments in accordance with Policy IN2.



- 12) Support the provision of public transport and highways improvements within the area in accordance with Policy IN2.

Green Infrastructure and Greenspaces

- 13) Provide protection to greenspaces in the West End local area as shown on the Local Plan Policies Map, and in accordance with the requirements of Policy IN6.

Community Infrastructure

- 14) Community facilities in West End will be protected in accordance with Policy IN4.



Windlesham

- 9.118. Windlesham is defined as having two separate settlement areas. The area based around Snows Ride is the more northerly of the two and is largely residential. The older settlement area is the more southerly Windlesham Village which contains the village's centre at Updown Hill which provides retail uses and local services. Both settlement areas are inset from the Green Belt with the remaining local area of Windlesham being part of the Green Belt. The population of the local area of Windlesham is around 4,400¹⁷⁷.
- 9.119. The local area of Windlesham Village contains 17 listed buildings, 16 of which are Grade II listed and Benjamin's Mount and attached steps which is Grade II* listed. There are 26 locally listed buildings within the local area of Windlesham Village. Furthermore Windlesham Village has two designated Conservation Areas, one centred around Updown Hill and the other concentrated around Church Road. The northern edge of the settlement area at Snows Ride adjoins the A30, a historic coaching route linking London to Land's End.
- 9.120. Windlesham Village contains a proposed Strategic Employment Sites at Eli Lilly, which is the European Centre for Neuroscience research and development. The site has good links to the strategic motorway network as well as adjacent bus stops on the A30.
- 9.121. The southern settlement area of Windlesham contains the village's identified Local Centre which provides a range of shops and services concentrated around Updown Hill and Chertsey Road. The Local Centre has a strong presence of retail units in an E(a) use-class, according to the Retail Site Survey Paper 2021¹⁷⁸.
- 9.122. There is no rail service from Windlesham with the nearest rail station being at Bagshot, approximately 1.4 miles away which is located on the Ascot to Guildford Line. The railway station at Sunningdale is also within 2 miles of the settlement area of Windlesham Village and on a line that provides access to London Waterloo. One bus route serves Windlesham Village which provides access to neighbouring areas and larger settlements including Bagshot, Camberley and Staines. Windlesham is connected to some of the other eastern villages by pedestrian access via public rights of way and bridleways. Currently there are no cycle routes linking Windlesham Village to other areas. Opportunities to introduce cycle and pedestrian routes in Windlesham Village that also provide connectivity to nearby settlements will be explored with Surrey County Council, the responsible authority for transport and public rights of way in Surrey Heath.

¹⁷⁷ ONS ward level population estimates mid-2017:

<https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/datasets/wardlevelmidyearpopulationestimatesexperimental>.

¹⁷⁸ Retail uses in the Borough recorded in the Surrey Heath Retail Site Survey Paper 2019:

<https://www.surreyheath.gov.uk/residents/planning/planning-policy/evidence-base>.

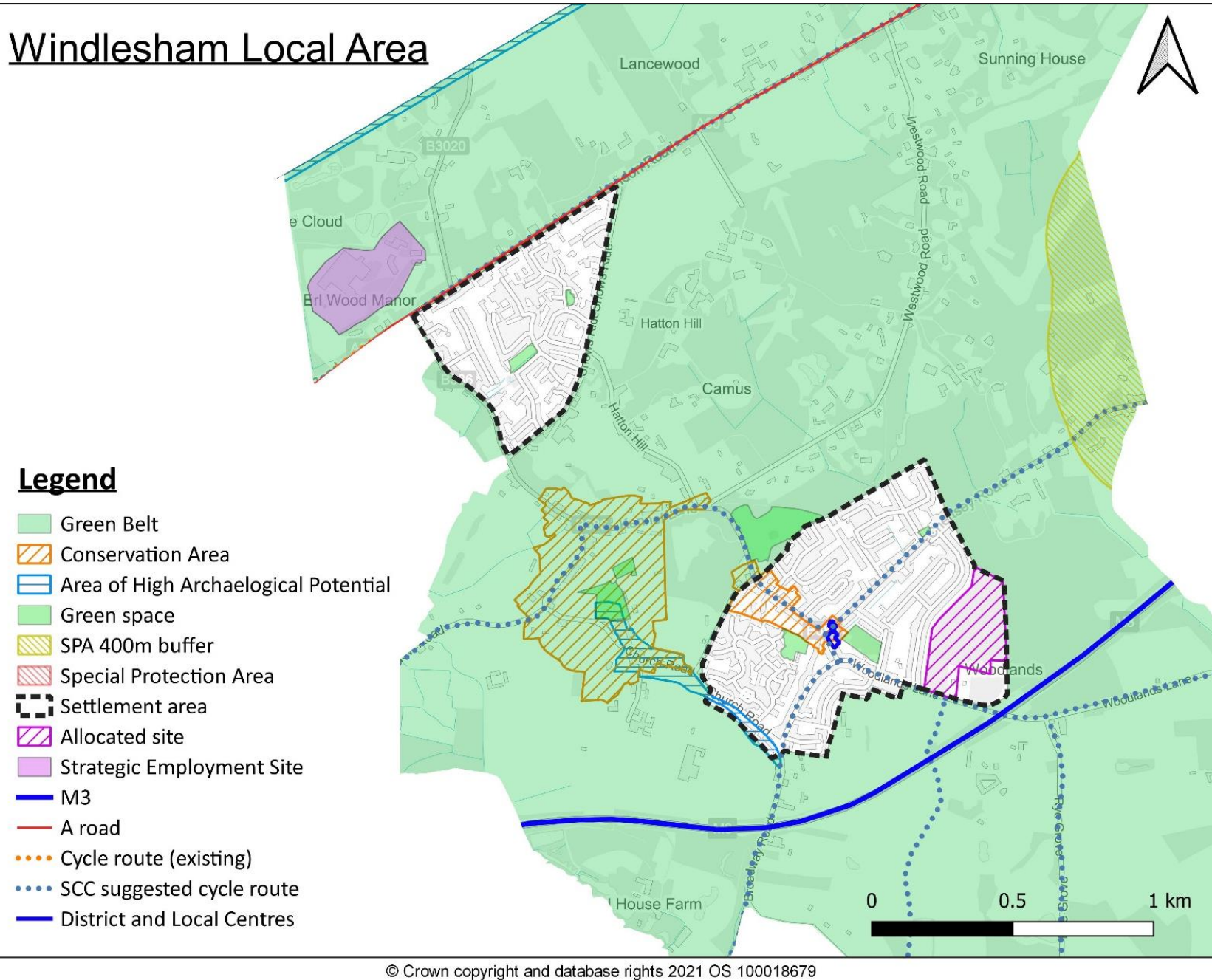


- 9.123. A number of greenspaces are proposed for designation in the Windlesham local area. These include informal open spaces in residential localities within the two separate settlement areas of Windlesham and proposed allocations at Windlesham Field of Remembrance and Windlesham Cemetery, outside of the settlement areas. The Windlesham Field of Remembrance is a key asset of Windlesham that includes community and recreational facilities, and is wholly located within the Green Belt. The Windlesham local area also contains a number of Sites of Importance for Nature Conservation (SINCs) including Halebourne Copse and Fields SINC, Manor Farm Wood SINC and Burnt Pollard Lane SINC. There are a number of individual and area Tree Preservation Orders (TPO's) in Windlesham. These include area TPOs to the west of Snows Ride and south of Kennel Lane and also Woodhall Grange.
- 9.124. Some areas to the south and west of Windlesham are affected by flooding from the Windle Brook. These areas lie within Environment Agency Flood Zones 2 and 3.
- 9.125. The local area of Windlesham is predominately within the Green Belt and its rural setting has resulted in limited opportunities for public transport options. The potential for residential development within this area is limited as a consequence of this.
- 9.126. Housing in Windlesham will be primarily delivered through the redevelopment of existing brownfield sites within the settlement areas. The previously allocated housing reserve site at Heathpark Wood has now been granted planning permission. The site currently lies in Countryside beyond the Green Belt and it is proposed to extend the boundary of the southerly settlement area of Windlesham Village to incorporate the site. It is also possible that housing could be delivered at rural exception sites within the Green Belt, subject to there being a demonstrable local need for this type of development, and proposals meeting the criteria in Policy H9.
- 9.127. The Windlesham Neighbourhood Plan 2018-2028 was 'made' at Full Council on 12 June 2019 and now forms part of the Borough's Development Plan. The designated Neighbourhood Area for the Windlesham Neighbourhood Plan covers both settlement areas of Windlesham and surrounding Green Belt land, but does not include other areas of the Parish such as Lightwater and Bagshot. The Plan sets out policies for the neighbourhood area of Windlesham¹⁷⁹.

¹⁷⁹ In order for the policies in the Windlesham Neighbourhood Plan to be considered up-to-date, they must be compliant with the Local Plan.



Windlesham Local Area



Legend

- Green Belt
- Conservation Area
- Area of High Archaeological Potential
- Green space
- SPA 400m buffer
- Special Protection Area
- Settlement area
- Allocated site
- Strategic Employment Site
- M3
- A road
- Cycle route (existing)
- SCC suggested cycle route
- District and Local Centres

Local Area Principles for Windlesham

Design and Heritage

- 1) Ensure residential development complements the character of Windlesham by providing good quality development in accordance with design policy DHI Design Principles and policies within the Windlesham Neighbourhood Plan.
- 2) Preserve and enhance Windlesham's designated heritage assets and their setting, particularly the Grade II* listed Benjamin's Mount and attached steps, Westwood Road in part in accordance with heritage Policy DH7.
- 3) Protect Windlesham's non-designated heritage assets where this is practically achievable, in accordance with Policy DH7.
- 4) Within Windlesham, Updown Hill Conservation Area and Windlesham, Church Road Conservation Area the design of shops fronts and signage should respect the character of the designated areas.

Housing

- 5) Amend the settlement boundary of Windlesham to incorporate the previously allocated reserve site at Heathpark Wood within the settlement area, as defined on the Local Plan Policies Map.
- 6) To promote the optimum use of land in sustainable locations apply the minimum density standards set out in Policy DH2 for non-allocated major sites. This policy sets a minimum density standard of 30 dph in the Windlesham settlement area.
- 7) Recognise that there may be potential opportunities for rural exception sites subject to them meeting identified needs and other criteria set out in Policy H9.

Employment and Retail

- 8) Protect employment land in Windlesham by allocating a Strategic Employment Site at Eli Lilly, as defined on the Local Plan Policies Map and set out in Policy ER2.
- 9) Retain the designation of Windlesham as a Local Centre, with revised boundaries that take account of the most up-to-date evidence in the Surrey Heath Retail Site Survey 2019, as defined on the Local Plan Policies Map and set out in Policy ER9.

Transport

- 10) Seek the creation of cycle links within the settlement area of Windlesham and improve cycle access to outlying areas and neighbouring settlements.
- 11) Promote provision of pedestrian and cyclist access as part of any new major developments in accordance with Policy IN2.
- 12) Support the provision of public transport and highways improvements within the area in accordance with Policy IN2.



Green Infrastructure and Greenspaces

- 13) Protect greenspaces in the Windlesham local area as shown on the Local Plan Policies Map, and in accordance with the requirements of Policy IN6.

Community Infrastructure

- 14) Community facilities in Windlesham will be protected in accordance with Policy IN4.



10. Surrey Heath Local Plan Monitoring and Implementation

Implementation

- 10.1. The policies and allocations in the Local Plan will largely be delivered through the Council's role as Local Planning Authority through the determination of planning applications.
- 10.2. The granting of planning permission for developments that comply with the policies in the Local Plan, and the requirements of any planning conditions or S106 planning obligations, will ensure that development is consistent with the overall Local Plan Vision and objectives.
- 10.3. However, this process will be undertaken in partnership with others including developers and landowners and statutory consultees as well as other stakeholders. The Council as landowner will also have a role in implementing policies and allocations set out within the Local Plan.

Monitoring

- 10.4. It is essential that the policies in this Local Plan are monitored so that early action can be taken to overcome any barriers to the delivery of the Plan's Vision and Objectives.
- 10.5. Monitoring is also important to enable communities and interested parties to be aware of progress and ensure that the overall development plan strategy is being delivered. The Council is required under the Localism Act to produce an annual Authority Monitoring Report (AMR) which must include information on how a Local Authority is implementing their Local Development Scheme and how Local Plan policies are being delivered. Amongst other things, the AMR will show the number of homes and amount of employment and retail space that have been delivered on an annual basis.
- 10.6. Annual housing monitoring will also inform the production of an annual five year housing land supply paper and response to the Housing Delivery Test.
- 10.7. A Monitoring Framework is set out in Table 9 below.
- 10.8. It should be noted that targets only apply where proposals require planning permission and therefore where the policies in the Local Plan are used. Some types of developments, for example certain changes of use do not require planning permission and are therefore outside of the control of the planning process. In addition, the Local Plan policies will only have weight in decision making once the Plan has progressed further in the preparation process so is unlikely to have significant weight in decisions on planning applications until 2023.



Review

- 10.9. Whilst the Council has a requirement to review the Local Plan every five years, annual monitoring will help to identify whether there is a need to review policies in advance of this period. Other factors might also require the Council to review the Local Plan including, significant changes to national planning policy, guidance or legislation, or if there are significant strategic cross boundary planning matters to be addressed across a wider geographic area.



Table 9 – Monitoring Framework

Local Plan Section	Indicator	Annual Target / Plan period target (2038)	Delivery Partners	Data Source
Objective A				
Objective	To deliver sustainable development that contributes to meeting housing needs, providing new homes of an appropriate housing mix and tenure, including specialist housing needs.			
Key Delivery policies	SS1 Spatial Strategy HA4 Mindenhurst H8 Loss of Housing H11 Gypsies, Travellers and Travelling Showpeople	HA1 Housing Allocations H5 Range and Mix of Housing H9 Rural Exception Sites	HA2 London Road Block H6 Specialist Housing H10 First Homes	HA3 Land East of Knoll Road H7 Affordable Housing
A1	Net additional dwellings in line with: a) Dwelling completions per annum	Annual target – average of at least 286 dpa up until 2032 and 327 dpa until 2038 and in line with current trajectory Plan target – delivery of at least 5,680 dwellings	Landowners, developers, Registered Providers, Other agencies such as the EM3LEP/ Natural England	Planning completions/appeals monitoring/Self Build Register
A2	Five year supply	Annual target – provision of 5 year housing land supply		
A3	Affordable housing completions	Annual and Plan target – 100% of qualifying schemes deliver 40% affordable housing unless provisions of H7 are met		



Local Plan Section	Indicator	Annual Target / Plan period target (2038)	Delivery Partners	Data Source
A4	Net additional Gypsy and Traveller Pitches and Travelling Showpeople plots.	Annual target – in line with trajectory (to be prepared for Reg19 Local Plan) Plan target – GTAA target 32 pitches and 14 plots		
A5	Specialist housing delivered	Annual and Plan target – in line with 2020 HNA		
A6	Percentage of affordable and market units completed by type and size	Annual and Plan target – in line with Policies H5 and H7 and the 2020 HNA or any update		
A7	Number of self-build plots	Annual and Plan target – delivery of three-year rolling Self Build Register need.		
A8	Availability of SANG	Annual target – capacity to deliver 5 year housing supply. Plan target – sufficient to meet number of new homes set out in Policy SSI.		



Local Plan Section	Indicator	Annual Target / Plan period target (2038)	Delivery Partners	Data Source
Objective B				
Objective B	To protect Strategic and Locally important employment sites to ensure an appropriate supply of employment land to help fulfil the Borough's role in facilitating strong economic performance within the Functional Economic Area (Hart, Rushmoor and Surrey Heath) and wider EM3 LEP area.			
Key Delivery Policies	SS1 Spatial Strategy ER3 Locally Important Employment Sites	ER1 Economic Growth and Investment ER4 Yorktown Business Park	ER2 Strategic Employment Sites	
B1	Total amount of additional B2/B8 and E Class floorspace by type in identified Strategic and Locally Important Employment Sites	Annual and Plan target: No net loss	Landowners/ developers/ businesses	Planning applications/appeals monitoring Published data e.g. ONS Business Register Employment Survey (BRES) and Nomis
B2	Number of employee jobs in the Borough	Annual and Plan target: Increase on 2019 base ¹⁸⁰		
B3	Provision of accommodation for small/micro businesses	Annual and Plan target: Increase in small businesses over 2019 base ¹⁸¹		

¹⁸⁰ Source: ONS - https://www.nomisweb.co.uk/reports/lmp/la/1946157335/subreports/bres_time_series/report.aspx 55,000 jobs in 2019.

¹⁸¹ Source: ONS - <https://www.nomisweb.co.uk/reports/lmp/la/1946157335/report.aspx?#idbr> 4,585 micro and small businesses in 2019.



Local Plan Section	Indicator	Annual Target / Plan period target (2038)	Delivery Partners	Data Source
Objective C				
Objective	To enhance the vitality and viability of Camberley Town Centre and the other District and Local centres within the Borough.			
Key Delivery Policies	CTC 1 Camberley Town Centre, CTC 2 Camberley Town Centre Primary Shopping Area ER8 District Centres and Local Centres ER9 Neighbourhood Parades ER10 Old Dean			
C1	Total amount (gross) of floorspace for town centre uses in defined town, district and local centres.	Annual and plan target – no net loss	Surrey Heath Borough Council (as landowner)/ Developers/ landowners	Planning application/appeal monitoring/annual centre surveys
C2	Percentage of units in E(a) (retail) use in defined Primary Shopping Areas in town, district and local centres.	Plan and Annual target – no net loss in percentage against 2019 baseline.		
C3	% vacant units in defined town, district and local centres.	Annual – no increase in % of vacant units (over rolling 3 year period) 2038 – no increase in vacant premises over 2019		



Local Plan Section	Indicator	Annual Target / Plan period target (2038)	Delivery Partners	Data Source
Objective D				
Objective	To ensure that development within the Borough is supported by the necessary physical, social and green infrastructure to meet the needs of Surrey Heath residents.			
Key Delivery Policies	IN1 Infrastructure Delivery IN2 Transportation IN4 Community Facilities IN5 Green Infrastructure IN3 Digital Infrastructure and Telecommunications			
D1	Delivery of appropriate infrastructure to support development	Annual and Plan target – infrastructure delivered in line with policies and planning permissions on allocated sites and in line with the IDP	HCC / Infrastructure providers / Landowners / developers	Applications and appeals monitoring / liaison with infrastructure providers.
D2	Loss of open space and community facilities	Annual and Plan target – no net loss unless consistent with Local Plan policies.		



Local Plan Section	Indicator	Annual Target / Plan period target (2038)	Delivery Partners	Data Source
Objective E				
Objective	To ensure that development does not have a detrimental impact on the Boroughs environmental assets including designated international and national sites, landscape character, water quality and biodiversity and that new development provides for biodiversity and environmental net gains.			
Key Delivery Policies	E1 Thames Basin Heaths Special Protection Area, E2 Biodiversity and Geodiversity, E3 Biodiversity Net Gain, DH5 Trees			
E1	Change in area of biodiversity importance as set out in Policy E2	Annual and Plan target - Maintain 100% land area of all designated sites	Surrey Nature Partnership / Developers / Landowners / Natural England	Planning applications / Annual surveys
E2	Percentage of applications delivering Biodiversity Net gain	Annual and Plan target: 100% major applications.		
E3	Quality and area of SPA/SSSIs	Annual and Plan target – improvements bringing all SSSIs into favourable condition.		
E4	Condition status of SNCIs	Annual and Plan target – no net loss and an increase in the proportion considered to be in positive management.		



Local Plan Section	Indicator	Annual Target / Plan period target (2038)	Delivery Partners	Data Source
Objective F				
Objective	To ensure that new development minimises or mitigates the impact of development on air quality, noise, light pollution, odours, emissions and particulates.			
Key Delivery Policies	E4 Pollution and Contamination			
FI	Air quality and nitrogen deposition on European Sites	Annual and Plan target - Change in NOx deposition Within the critical load for the relevant habitat.	SCC/Natural England/affected neighbouring local authorities	The Council will work with partners to consider the best way to monitor changes in air quality and nitrogen deposition on European Sites.



Local Plan Section	Indicator	Annual Target / Plan period target (2038)	Delivery Partners	Data Source
Objective G				
Objective	To ensure that new development, unless appropriate development under the Exceptions Test, is not located in areas of high or medium risk of flooding and that development does not increase surface water run-off.			
Key Delivery Policies	E6 Flood Risk and Sustainable Drainage			
G1	Number of planning permissions granted contrary to Environment Agency advice on flooding and water grounds	Annual and Plan target – 0% applications	Developers / Landowners / Environment Agency	Planning applications / appeals monitoring
G2	Number of developments completed with SUDs measures implemented.	Annual and Plan target – 100% of qualifying developments		



Local Plan Section	Indicator	Annual Target / Plan period target (2038)	Delivery Partners	Data Source
Objective H				
Objective	To support action on climate change and reduction of the Borough's carbon emissions, aiding the transition to net zero through a combination of mitigation and adaptation measures, including the appropriate delivery of opportunities for renewable energy, energy efficiency and improving resilience to the impacts of climate change.			
Key Delivery Policies	SS3a and SS3b Climate Change Mitigation and Adaptation DH4 Sustainable Water Use	E5 Renewable and Low Carbon Energy Schemes DH8 Building Emission Standards		
H1	Low and zero carbon decentralised energy networks	Plan period - Increase in number	Landowners / developers	Planning applications / appeals monitoring / National statistics / Building Regulation final certificates
H2	Average energy consumption/carbon emissions per person	Annual and Plan target - Reduction to meet UK average		
H3	Proportion of new homes built meeting the requirement of 110 litres/person/day	Annual and Plan target – 100%		
	Amount of waste sent for energy recovery/recycling	Annual and Plan target – increase on 2019 baseline ¹⁸²		

¹⁸² 62% in 2019/20 Defra Household waste recycling rate (England average 43.8%)



Local Plan Section	Indicator	Annual Target / Plan period target (2038)	Delivery Partners	Data Source
Objective I				
Objective	To protect the character and purpose of the Green Belt and the character of the Countryside beyond the Green Belt.			
Key Delivery Policies	GBC1 Development of new buildings in the Countryside GBC3 Equestrian Facilities Gordons School, West End	GBC2 Development of Existing Buildings in the Green Belt GBC4 Development within the Countryside		GBC5
11	Number of planning decisions, including appeals, granting permission for inappropriate development in the Green Belt.	Annual and Plan targets – 0%	Developers/ landowners	Planning application/appeal monitoring
12	Number of planning decisions, including appeals, granting permission for development in the countryside that is not in accordance with policy.	Annual and Plan target - 0%		



Local Plan Section	Indicator	Annual Target / Plan period target (2038)	Delivery Partners	Data Source
Objective J				
Objective	To conserve and enhance the Borough’s built environment and heritage assets, both designated and non-designated.			
Key Delivery Policies	DHI Design Principles	DH6 Shopfronts, Signage and Advertisements	DH7 Heritage Assets	
J1	Number and quality of designated heritage assets.	Annual and Plan target - No loss of designated assets No assets at risk	Developers / Landowners / Historic England	Historic England records



Local Plan Section	Indicator	Annual Target / Plan period target (2038)	Delivery Partners	Data Source
Objective K				
Objective	To promote healthy, sustainable and cohesive local communities through good design and access to homes, employment, community and recreational facilities.			
Key Delivery Policies	DH1 Design principles DH3 Residential Space Standards IN4 Community Facilities IN7 Indoor and Built Sports and Recreational Facilities		DH2 Making Effective Use of Land Local Area Profiles	
K1	Amount of greenspace or recreational facilities lost to other uses.	Annual/2038 – No net loss unless consistent with Local Plan policies.	Developers / Landowners	Planning application / appeals monitoring
K2	Percentage of dwellings on previously developed land	Annual and Plan target – monitoring of development coming forward from the brownfield land register and non-allocated sites on greenfield sites.		
K3	Making effective use of land	Annual and Plan target – density of schemes permitted in line with Policy DH2 and Housing Allocations.		



Local Plan Section	Indicator	Annual Target / Plan period target (2038)	Delivery Partners	Data Source
K4	Delivering good space standards	Annual and Plan targets - 100% new homes meet the Nationally Described Space Standards		
Objective L				
Objective	To support measures that prioritise active and sustainable travel modes including improved facilities for pedestrians and cyclists and improvements to public transport.			
Key Delivery Policies	CTC3 Camberley Town Centre – Movement and Accessibility IN1 Infrastructure Delivery IN2 Transportation			
L1	Percentage of all qualifying developments supported by a Travel Plan.	Annual and Plan target –100% of all major developments	Landowners/ developers/ Surrey County Council	Planning application / appeal monitoring / Assessment through AMR process / Infrastructure Funding Statement
L2	Provision of additional cycle infrastructure	Annual target – increase on 2019		



Local Plan Section	Indicator	Annual Target / Plan period target (2038)	Delivery Partners	Data Source
L3	Use of sustainable travel modes	Plan target – Increase in travel to work Modal share by sustainable travel modes in 2031 Census over 2011 Census baseline ¹⁸³		Census 2011, 2021 and 2031
L4	Transport Infrastructure associated with new development	Plan and Annual target – delivery in line with planning permissions for allocated sites and Infrastructure Delivery Plan.		Planning application/appeal monitoring/Assessment through AMR process/Infrastructure Funding Statement

¹⁸³ Available online at: <https://www.surreyi.gov.uk/2011-census/method-of-travel-to-work/>.



11. Appendix I: Glossary

Table 10: Glossary

Abbreviation	Term	Explanation
	Active Frontage	Brings interest, life and vitality to the public realm. Active frontages should have doors and unobstructed-glass shop frontage which allows active visual engagement between inside and outside the building (i.e. internal uses and activity are visible from the outside).
	Active Town Centre Use	A use that generates footfall by attracting visiting members of the public and which provides an active frontage.
AQMA	Air Quality Management Area	An area designated by the Borough Council where air quality objectives are not being met or are likely to be at risk of not being met, and where people are likely to be regularly present.
	Allocated Site	A site identified in the Local Plan as being appropriate for a specific land use or land uses in advance of any planning permission.
	Amenity	The pleasant or normally satisfactory aspects of a location which contribute to its overall character and the enjoyment of residents or visitors. Amenity is often a material consideration in planning decisions. For buildings and spaces of historic value, Historic England describes the amenity value as being “Pleasant circumstances or features, advantages”.
AAP	Area Action Plan	A Development Plan Document for a specific area, such as the Camberley Town Centre AAP.



Abbreviation	Term	Explanation
	Affordable Housing	The NPPF (2021) definition of affordable housing can be found at Annex 2 of the Glossary.
	Appropriate Assessment (Also known as Habitats Regulations Assessment)	If a proposed plan or project is considered likely to have a significant effect on a protected habitats site ¹⁸⁴ (either individually or in combination with other plans or projects) then an appropriate assessment of the implications for the site, in view of the site's conservation objectives, must be undertaken (Part 6 of the Conservation of Habitats and Species Regulations 2017 (or as amended ¹⁸⁵). This does not apply to plans or projects directly connected to the conservation management of the features for which the site was designated.
	Article 4 direction	A direction which withdraws automatic planning permission granted by the General Permitted Development Order. An Article 4 Direction can either remove all or specific General Permitted Development rights
AMR	Authority Monitoring Report	An annual report produced by the Council in accordance with the Localism Act 2011 which includes an update of how Local Plan policies are being delivered.
	Biodiversity	The existence of a wide variety of plant and/or animal species.
BOA	Biodiversity Opportunity Area	Areas where there are recognised concentrations of sites of biodiversity importance, both statutory and non-statutory.

¹⁸⁴ See: <https://www.gov.uk/guidance/national-planning-policy-framework/annex-2-glossary>.

¹⁸⁵ Available online at: <http://www.legislation.gov.uk/ukxi/2017/1012/part/6/made>.



Abbreviation	Term	Explanation
	Biodiversity Net Gain	Approach to development that seeks to leave the environment in a measurably better state than beforehand.
	Building Regulations	Ensures that the policies set out in legislation regarding building standards are carried out. Building Regulations approval is required for most building work in the UK.
BREEAM	Building Research Establishment Environmental Assessment Method	A method for assessing, rating and certifying the sustainability of buildings.
	Brownfield Land Register	Regulation 3 of The Town and Country Planning Act (Brownfield Land Register) Regulations 2017 requires local authorities to prepare, maintain and publish a register of brownfield land. The register identifies previously developed sites in the Borough that have been assessed as being suitable for housing.
	Climate Change Adaptation	Adjustments made to natural or human systems in response to the actual or anticipated impacts of climate change, to mitigate harm or exploit beneficial opportunities.
	Climate Change Mitigation	Action to reduce the impact of human activity on the climate system, primarily through reducing greenhouse gas emissions. Mitigation can mean using new technologies and renewable energies, making older equipment more energy efficient, or changing management practices or consumer behaviour.



Abbreviation	Term	Explanation
	Community Facilities	Includes, but is not limited to, facilities such as community centres and other community meeting places, healthcare facilities, education facilities, childcare facilities, public houses, the voluntary sector, public service providers, places of worship and cultural facilities including theatres and arts centres.
CIL	Community Infrastructure Levy	A levy that local authorities can choose to charge on new developments in their area to fund infrastructure.
	Conservation Area	Areas of special architectural or historic interest which are designated to offer greater protection to the built and natural environment.
	Core Strategy Development Plan Document	It is a strategic planning document containing the Council's long-term vision for the Borough, and policies to guide and manage development in Surrey Heath until 2028.
	Cultural Facilities	Includes theatres, museums, galleries and cinemas.
DPD	Development Plan Document	The Town and Country Planning (Local Planning) (England) Regulations 2012 refers to these as the Local Plan. It is the main planning policy document produced by the Council and forms the statutory development plan for the area.
	Density	Housing density is represented by the number of dwellings per hectare (dph). Net dwelling density is calculated by including only those site areas which will be developed for housing and directly associated uses, including access roads within the site, private garden space, car parking areas, incidental open space and landscaping, and children's play areas, where these are provided.



Abbreviation	Term	Explanation
	District Centre	A District Centre is a large group of retail shops, together with appropriate supporting non-retail town centre uses.
	Duty to Co-operate	A legal duty on local planning authorities to engage constructively, actively and on an ongoing basis with prescribed bodies to maximise the effectiveness of local plan preparation in the context of strategic cross-boundary matters
ELR	Employment Land Review	A technical study that identifies employment land to meet the needs of the Hart, Rushmoor and Surrey Heath Functional Economic Area (FEA) over the local plan period.
LEP	Enterprise M3 Local Enterprise Partnership	LEPs are partnerships between local authorities and businesses within a specific geographic area which play a central role in determining local economic priorities and undertaking activities to drive economic growth and the creation of local jobs. The Enterprise M3 LEP covers North Hampshire and West Surrey, and includes Surrey Heath.
	Evidence Base	Information gathered by a local planning authority to support a local plan and other development plan documents.



Abbreviation	Term	Explanation
	Extra Care Housing	For people whose disabilities, frailty or health needs make ordinary housing unsuitable but who do not need or want to move to long-term care (residential or nursing homes). It is used to describe a range of developments that comprise self-contained homes which have been designed, built or adapted to facilitate the care and support needs that its owners/tenants may have now or in the future, with access to care and support 24 hours a day, either on site or by call. It is also known as 'assisted living'.
	Five Year Strategy	The Council's Five Year Strategy approved on the 27 th October 2021 sets out the approach to challenges in the Borough under the themes of Environment, Economy, Effective and Responsive Council and Health and Quality of Life. The Strategy forms the basis for the Council's Annual Plan.
	Flood Zones	Flood Zones refer to the probability of river flooding. They are shown on the Environment Agency's Flood Map and within the Council's Strategic Flood Risk Assessment (SFRA) which defines the Borough's flood maps. Flood Zone 1 is low probability; Flood Zone 2 is medium probability; Flood Zone 3a is high probability and Flood Zone 3b is functional flood plain where land has to be stored or flows at times of flooding.
FEA	Functional Economic Area	Considers the geographical extent of the local economy and its key markets.
	Geodiversity	The natural range of geological, geomorphological and soil features that make up a particular landscape.



Abbreviation	Term	Explanation
	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.
	Green Infrastructure	A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities
	Government's standardised methodology	A standardised approach set out by Government to determine the objectively assessed housing needs of an area.
	Gypsies and Travellers	Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily, but excluding members of an organised group of travelling showpeople or circus people travelling together as such.
GTAA	Gypsy and Traveller Accommodation Assessment	An assessment of need in respect of the Gypsy and Traveller and Travelling Showpeople communities.
HIA	Health Impact Assessment	A combination of procedures, methods and tools by which a policy, programme or project may be judged as to its potential effects on the health of a population, and the distribution of those effects within the population.



Abbreviation	Term	Explanation
	Heritage Asset	Parts of the historic environment that have significance because of their historic, archaeological, architectural or artistic interest. They include designated heritage assets (such as listed buildings and conservation areas) and assets identified by the local planning authority during the process of decision-making or through the plan-making process.
HMA	Housing Market Area	The general area within which people most often move home. These typically cover the administrative areas of multiple councils.
	Infrastructure	The set of services and facilities necessary for a development to function. Infrastructure includes transport, education, leisure and health facilities, as well as open space and utilities, such as water and sewerage.
	Infrastructure Funding Statement	An annual statement setting out the infrastructure projects or types of infrastructure that have been, and are intended to be funded, either wholly or in part by the Community Infrastructure Levy or planning obligations.
	Infrastructure Needs Assessment	Sets out the baseline of infrastructure in the Borough and forms the first part of developing an infrastructure needs study.
	Intermediate Housing	Homes for sale and rent provided at a cost above social rent but below market levels. They can include shared equity (shared ownership and equity loans), other low-cost homes for sale and intermediate rent, but not affordable rented housing.



Abbreviation	Term	Explanation
	Listed Building	Buildings which are identified as having special architectural or historic importance and so are protected from demolition or inappropriate alteration or development by legislation and by planning policies. Protection also applies to certain other structures within the curtilage of Listed Buildings. The categories of listed buildings are: · Grade I - buildings of exceptional interest, Grade II*- buildings of more than special interest, Grade II – buildings of special interest.
	Local Centre	A local centre offers a smaller range of facilities than those present in a District Centre. They play an important role in meeting the day-to-day shopping needs for communities.
LDF	Local Development Framework	This is the name given to a portfolio of local planning documents that help guide and manage development. These include Development Plan Documents and Supplementary Planning Documents.
LDS	Local Development Scheme	The LDS sets out Surrey Heath Borough Council's programme for preparing future planning documents. It outlines what documents the Council will be working on and a timetable for the production of these documents.
	Local Plan	A Local Plan document sets out the policies and site allocations which will form the basis for future land use planning and be used to determine planning applications. These documents are statutory documents accorded legal status under the Planning and Compulsory Purchase Act 2012.



Abbreviation	Term	Explanation
	Locally Important Employment Site	A site that is recognised for the important role it plays in servicing the local economy. Such sites are generally smaller employment sites that provide locations to support local businesses.
	Local Transport Plan	A statutory document prepared by Surrey County Council to set out key transport issues across the County and to establish a series of objectives to address them, including a programme for achieving them.
	Low-carbon energy	This is energy that makes more efficient use of fossil fuels. An example of this would be a gas-powered combined heat and power unit. As well as using the energy generated, it also harnesses the heat to achieve an overall reduction in energy usage.
	Market Housing	Private housing for rent or for sale, where the price is set in the open market.
NNR	National Nature Reserve	Key places for wildlife and natural features in England, designated by Natural England. They were established to protect the most significant areas of habitat and of geological formations.
NPPF	National Planning Policy Framework	The NPPF sets out the Government's planning policies for England and how these are expected to be applied at the local level. Local Planning Authorities must take the content into account in preparing Local Plans and in decision making.
NIA	Nature improvement area	Areas of land that have been identified for the opportunity they offer to restore nature at a landscape scale in conjunction with other land uses.



Abbreviation	Term	Explanation
	Neighbourhood Centre	A small-scale centre which can include a mix of small-scale retail and service uses to provide for the needs of the local community.
	Neighbourhood Forums	Neighbourhood Forums comprise of an Organisation or group empowered to lead the neighbourhood planning process where a neighbourhood area is unparished. The Organisation or group must apply to the local planning authority for its formal designation.
	Neighbourhood Planning	Neighbourhood planning gives local communities greater power to shape development by having a direct role in the development of planning policies at a local level. Neighbourhood planning can be undertaken by Parish Councils or Neighbourhood Forums
	Open Space	Land that is not built on and which has some amenity value or potential for amenity value. Amenity value is derived from the visual, recreational or other enjoyment which the open space can provide, such as historic and cultural interest and value as well as opportunities for sport and recreation.
	Permitted Development Rights	Permitted Development Rights are a national grant of planning permission, enabled by the Town and Country Planning (General Permitted Development) (England) Order 2015 which allow certain building works and changes of use to be carried out without having to make a planning application. They are subject to conditions and limitations.



Abbreviation	Term	Explanation
	Planning Obligation	Described in the NPPF 2021 Glossary annex 2 as: ' A legal agreement entered into under Section 106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal'.
	Planning Permission in Principle	A type of permission that a Local Planning Authority may grant for housing-led development either on application or through identifying land in qualifying documents, such as Local Plans, Neighbourhood Plans or Brownfield Registers.
PPG	Planning Practice Guidance	The PPG is a web based resource which contains guidance to supplement the NPPF. It was first published March 2014, and is regularly updated.
	Policies Map	A map of the Borough showing the Local Plan's proposals and where policies apply.
	Pollution	The introduction of contaminants into the environment that cause adverse change. Pollution can take the form of chemical substances or energy, such as noise, heat or light.
	Previously Developed Land	Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. The Glossary (Annex 2) of the NPPF 2021 also provides a list of exclusions for land that is considered not to fall in the category of being previously developed.
	Primary Shopping Area	An area where retail development is concentrated.



Abbreviation	Term	Explanation
	Priority Habitat	Cover a wide range of semi-natural habitat types and are habitats identified as being the most threatened and requiring conservation action under the UK Biodiversity Action Plan (UK BAP).
	Renewable Energy	Energy from natural resources that can be naturally replenished, such as sunlight, wind or rain. Examples of renewable energy technologies include wind turbines and photovoltaics.
	Rural Exception Housing Site	Small sites used for affordable housing in perpetuity where sites would not normally be used for housing. Rural exception sites seek to address the needs of the local community by accommodating households who are either current residents or have an existing family or employment connection. Small numbers of market homes may be allowed at the local authority's discretion, for example where essential to enable the delivery of affordable units without grant funding.
	Section 106 Agreement	An agreement under Section 106 of the Town and County Planning Act which contains legally enforceable obligations to mitigate the impact of development proposals.
	Self-Build and Custom Housebuilding Register	The Self-Build and Custom Housebuilding Act 2015 places a duty on local councils in England to keep and have regard to a register of people who are interested in self-build or custom-build projects in their area.



Abbreviation	Term	Explanation
	Self-build/Custom Build	Self-Build refers to projects where an individual or an association of individuals directly organises the design and construction of new homes. Custom build refers to projects where an individual or an association of individuals work with a specialist developer to deliver new homes.
	Settlement Boundary	The boundary set in a Local Plan around settlements in the Borough.
SINC	Site of Importance for Nature Conservation	Sites of Importance for Nature Conservation (SINCs) are a series of non-statutory local sites designated to seek to ensure, in the public interest, the conservation, maintenance and enhancement of species and habitats of substantive nature conservation value.
S.S.S.I	Sites of Special Scientific Interest	Areas of special interest by reason of their flora, fauna, geological or physiological features. They are protected under the Wildlife and Countryside Act.
	Small and Medium-Sized Enterprise	A small business, which has no single definition. It can be based on the number of employees, turnover, balance sheet information or audit threshold. Some definitions are based on a maximum of 250 employees.
SAC	Special Areas of Conservation	Annex 2 (Glossary) of the NPPF 2021 states that Special Areas of Conservation (SACs) are strictly protected sites defined by regulation 3 of the Conservation of Habitats and Species Regulations 2017 which have been given special protections as important conservation sites.



Abbreviation	Term	Explanation
	Specialist Housing	Housing specifically designated to meet the identified needs of older people and people with support needs. It can include extra care housing.
	Step up Town	The Enterprise M3 Local Enterprise Partnership (LEP) sets out that a Step up Town is one that with the right investment, has the potential to contribute more to the economy.
SCI	Statement of Community Involvement	The Statement of Community Involvement (SCI) sets out the Council's approach for involving the community in the preparation and revision of local development documents and planning applications.
	Strategic Employment Area	Areas which contain sites that are considered to fulfil a strategic economic function within the Functional Economic Area (FEA).
SEA	Strategic Environmental Assessment	Strategic Environmental Assessment (SEA) is the process by which environmental considerations are required to be fully integrated into the preparation of plans and programmes. In plan making it is usually incorporated into the Sustainability Appraisal document.
SFRA	Strategic Flood Risk Assessment	A study that provides information on the probability of flooding from all sources, such as that from rivers, surface water, groundwater and sewers. The SFRA is used to ensure that, in allocating land or determining applications, development is located in areas at lowest risk of flooding.



Abbreviation	Term	Explanation
SHMA	Strategic Housing Market Assessment	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.
SLAA	Strategic Land Availability Assessment	The SLAA identifies parcels of land and assesses their suitability, availability and viability for residential, economic and other uses to meet Surrey Heath's needs over a 15 year period. The SLAA does not make decisions about which sites should be allocated for development.
SRN	Strategic Road Network	The road network of trunk roads and motorways managed by Highways England.
SANG	Suitable Alternative Natural Green Space	SANGs are areas that currently are not in use for recreation and so are a new alternative provision or are existing areas that are significantly under-used and so have the capacity to absorb additional recreational use. SANGs are a central element of the Council's Avoidance and Mitigation Strategy for the protection of the Thames Basin Heaths SPA.
SPD	Supplementary Planning Document	These are documents produced by the Council that provide further information and additional detail to the policies within the Local Plan.



Abbreviation	Term	Explanation
SA/SEA	Sustainability Appraisal incorporating a Strategic Environmental Assessment	A Sustainability Appraisal (SA) is a tool used to appraise planning policy documents in order to promote sustainable development. Social, environmental and economic aspects are all taken into consideration. Sustainability Appraisal (SA) is a compulsory requirement under the 2004 Planning and Compulsory Purchase Act and the 2001/42/EEC European Directive.
	Sustainable Development	There is no definitive or legal definition of sustainable development. The Brundtland Commission (1987), formerly the World Commission on Environment and Development, defines sustainable development as ' <i>development that meets the needs of the present without compromising the ability of future generations to meet their own needs</i> '.
SuDS	Sustainable Drainage System	The term Sustainable Drainage Systems covers the range of drainage elements for managing surface water in a way which is more sympathetic to the natural and human environment than conventional below-ground drainage systems.
	Sustainable Transport Modes	Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low- and ultra-low emission vehicles, car sharing and public transport.
	Tenure	Housing tenure describes the status under which people occupy their accommodation.



Abbreviation	Term	Explanation
SPA	Thames Basin Heaths Special Protection Area	A European designated site which has been identified as being of international importance for the breeding, feeding, wintering or migration of rare and vulnerable species of birds. The Thames Basin Heaths SPA includes areas of heathland across Surrey, Hampshire and Berkshire.
	Town Centre	A principal centre that provides major retail, service, leisure, entertainment, cultural and other town centre uses, together with employment and housing. In Surrey Heath the main town centre is Camberley
TA	Transport Assessment	A study of the patterns of movement around the Borough by all modes of transport. A transport assessment can also set out transport issues relating to a proposed development, identifying measures required to improve accessibility and safety for all modes of travel. The study tests the impacts of Local Plan development on the transport infrastructure in the Borough, including a defined highway network. It forms part of the evidence base for the Local Plan.
	Travelling Showpeople	Members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family's or dependants' more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily, but excludes Gypsies and Travellers as defined above.



Abbreviation	Term	Explanation
	Viability Assessment	A financial appraisal of the profit or loss arising from a proposed development, taking into account the estimated value of a scheme when completed and the building cost and other development costs incurred in delivering a scheme. A Viability Assessment can also relate to the viability of a set of policies and form part of the local plan evidence base.
	Vitality	An overall measure of the health of a town centre.
WCS	Water Cycle Study	The purpose of the Water Cycle Study (WCS) is to seek to ensure that future development does not have a damaging effect on the water environment across the study area.
	Windfall Sites	Sites which have not been specifically identified as available in the Local Plan process. They normally comprise previously developed sites that have unexpectedly become available.



12. Appendix 2: Housing Trajectory

Table 11 – Housing Trajectory

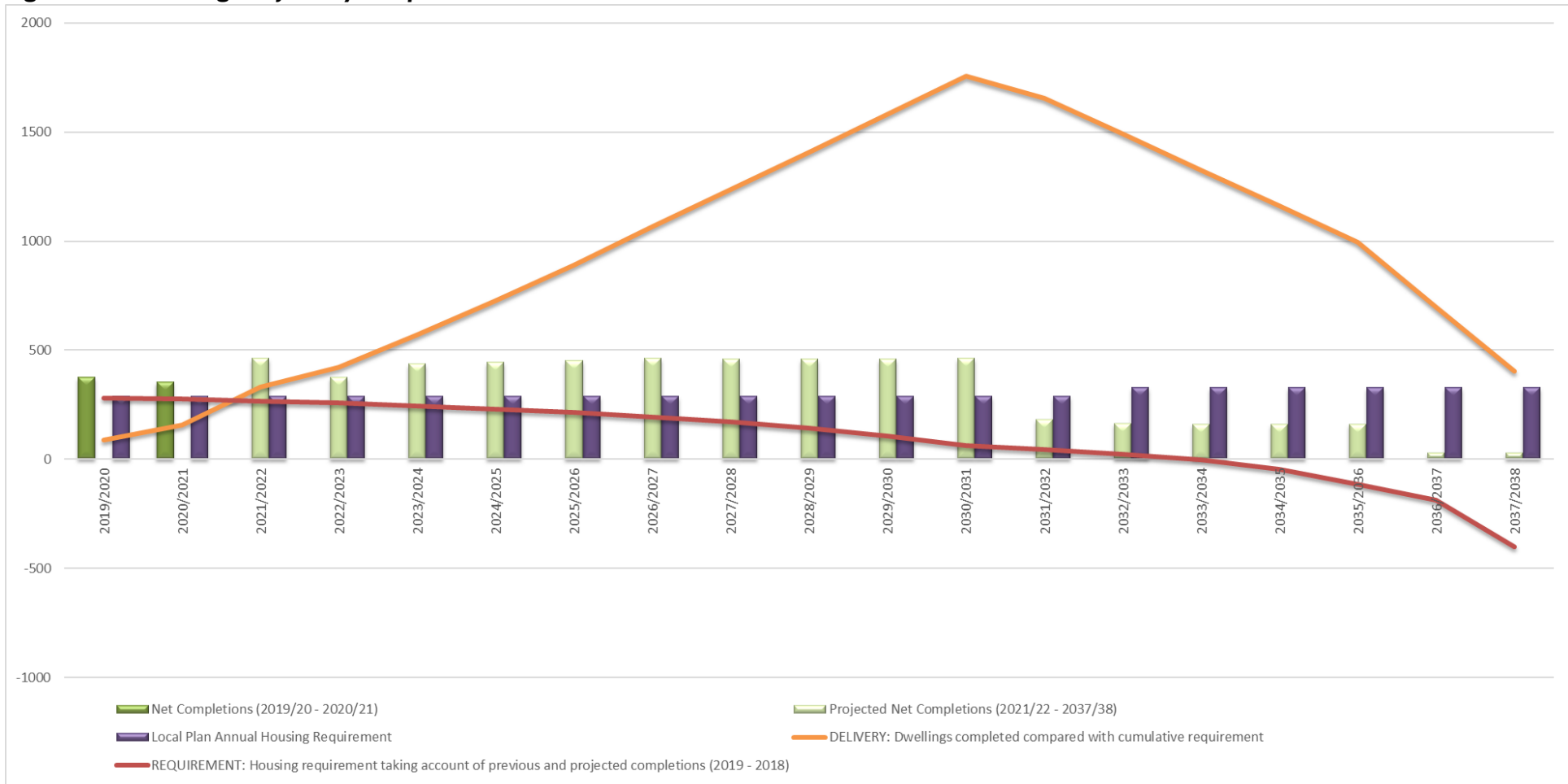
Housing Trajectory

Category	Past completions	1 - 5 YEARS					6 - 10 YEARS					11 - 15 YEARS					16 - 17 YEARS		Total
	2019/20 - 2020/21	2021/2022	2022/2023	2023/2024	2024/2025	2025/2026	2026/2027	2027/2028	2028/2029	2029/2030	2030/2031	2031/2032	2032/2033	2033/2034	2034/2035	2035/2036	2036/2037	2037/2038	
Completions	728	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	728
C3 Outstanding capacity (Commenced)	0	460	376	172	171	171	107	107	107	107	107	20	0	0	0	0	0	0	1905
C3 Outstanding capacity (Approved) - detailed permissions	0	0	0	80	80	83	0	0	0	0	0	0	0	0	0	0	0	0	243
C3 Outstanding capacity (Approved) - outline permissions	0	0	0	38	39	39	13	12	12	13	13	0	0	0	0	0	0	0	179
Care Homes (C3 equivalent) - detailed permissions	0	0	0	27	27	28	6	6	6	7	7	0	0	0	0	0	0	0	113
Lapse Rate Application (-3%) on non-commenced Permissions	0	0	0	4	4	5	1	1	1	0	0	0	0	0	0	0	0	0	16
SLAA sites																			
Care Homes (C3 equivalent)	0	0	0	17	18	19	2	2	2	2	2	6	6	6	7	7	0	0	96
Windfall (Small Sites, Prior Notifications, and Rural Exception Sites)	0	0	0	30	30	31	30	30	30	31	32	30	30	30	31	32	30	30	457
Bagshot	0	0	0	4	5	5	24	24	24	24	24	0	0	0	0	0	0	0	134
Bisley	0	0	0	5	6	6	2	1	1	1	1	2	2	2	2	1	0	0	32
Camberley	0	0	0	1	2	2	187	187	187	187	187	95	95	95	95	95	0	0	1415
Chobham	0	0	0	2	3	3	22	21	21	21	21	0	0	0	0	0	0	0	114
Deepcut	0	0	0	0	0	0	16	16	16	16	16	10	10	10	9	9	0	0	128
Frimley	0	0	0	0	0	0	41	41	41	41	41	0	0	0	0	0	0	0	205
Frimley Green	0	0	0	53	53	54	0	0	0	0	0	4	4	3	3	3	0	0	177
Lightwater	0	0	0	5	6	6	0	0	0	0	0	0	0	0	0	0	0	0	17
Mytchett	0	0	0	0	0	0	4	3	3	3	3	2	2	1	1	1	0	0	23
West End	0	0	0	0	0	0	5	5	5	4	4	15	15	15	14	14	0	0	96
Windlesham	0	0	0	6	7	7	4	3	3	3	3	0	0	0	0	0	0	0	36
Total housing provision	728	460	376	436	443	449	462	457	457	459	461	184	164	162	162	162	30	30	6082
Total within each period	728			2164					2296				834				60		6082

Category	PREVIOUS DELIVERY		1 - 5 YEARS					6 - 10 YEARS					11 - 15 YEARS					16 - 17 YEARS	
	2019/2020	2020/2021	2021/2022	2022/2023	2023/2024	2024/2025	2025/2026	2026/2027	2027/2028	2028/2029	2029/2030	2030/2031	2031/2032	2032/2033	2033/2034	2034/35	2035/36	2036/37	2037/38
Net completions (2019-2021)	376	352	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Projected net completions (2021-2038)	0	0	460	376	436	443	449	462	457	457	459	461	184	164	162	162	162	30	30
Cumulative completions (past and projected)	376	728	1188	1564	2000	2443	2892	3354	3811	4268	4727	5188	5372	5536	5698	5860	6022	6052	6082
Cumulative annual target	286	572	858	1,144	1430	1716	2002	2288	2574	2860	3146	3432	3718	4045	4372	4699	5026	5353	5680
PLAN: Annual target	286	286	286	286	286	286	286	286	286	286	286	286	286	327	327	327	327	327	327
MONITOR: Dwellings completed above or below cumulative target	90	156	330	420	570	727	890	1066	1237	1408	1581	1756	1654	1491	1326	1161	996	699	402
MANAGE: Housing requirement taking account of past and projected completions 2019-2038	279	275	264	257	245	231	214	194	170	141	106	62	44	24	-4	-45	-114	-186	-402



Figure 12 – Housing Trajectory Graph



13. Appendix 3: Strategic Policies for the Purpose of Neighbourhood Plans

- 13.1. Neighbourhood plans in the Borough must be in general conformity with the strategic policies of the Surrey Heath Local Plan as listed below:

Spatial Strategy

- SS1 Spatial Strategy
- SS2 Presumption in Favour of Sustainable Development
- SS3a Climate Change Mitigation
- SS3b Climate Change Adaptation

Housing

- HA1 Housing Allocations
- HA2 London Road Block
- HA3 Land East of Knoll Road
- HA4 Mindenhurst, Deepcut
- H5 Range and Mix of Housing
- H6 Specialist Housing
- H7 Affordable Housing
- H9 Rural Exception sites
- H10 First Homes Exception Sites
- H11 Gypsies and Travellers and Travelling Showpeople
- H11A Gypsy and Traveller Site Allocations

Economy and Town Centre Uses

- CTC1 Camberley Town Centre
- ER1 Economic Growth and Investment
- ER2 Strategic Employment Sites
- ER3 Locally Important Employment Sites
- ER7 Edge of Centre and Out of Centre Proposals

Infrastructure

- IN1 Infrastructure Delivery
- IN2 Transportation
- IN4 Community Facilities



IN5 Green Infrastructure
IN6 Green Space
IN7 Indoor and Built Sport and Recreational facilities

Environment

E1 Thames Basin Heaths SPA
E2 Biodiversity and Geodiversity
E3 Biodiversity Net Gain
E6 Flood risk and sustainable drainage systems

Green Belt and Countryside

GBC1 Development of new buildings in the Green Belt
GBC2 Development of Existing Buildings in the Green belt
GBC4 Development in the Countryside

Design and Heritage

DH1 Design Principles
DH7 Heritage Assets



14. Appendix 4 – Saved Policies to be superseded by the Surrey Heath Local Plan (2019 – 2038)

14.1. The following table sets out how Development Plan Policies set out in the:

1. Saved Surrey Heath Local Plan 2000 policies,
2. Surrey Heath Core Strategy; and
3. Camberley Town Centre Area Action Plan,

will be replaced by Policies and allocations in the Surrey Heath Local Plan (2019 – 2038).

Table 12 – Superseded Policies

Draft Surrey Heath Local Plan: Preferred Options (2019 – 2038) Policy	Existing Policy Source: Saved Local Plan (SLP) Core Strategy (CS) Camberley Town Centre AAP (AAP)	Policies to be superseded
Spatial Strategy		
SS1: Spatial Strategy	Core Strategy	CP1: Spatial Strategy CP3: Scale and Distribution of new housing CP9: Hierarchy and role of centres CP10: Camberley Town Centre
	Camberley Town Centre Area Action Plan	TC4: Housing
SS2: Presumption in Favour of Sustainable Development	Core Strategy	CP2: Sustainable Development and Design
SS3a: Climate Change Mitigation	Core Strategy	CP2: Sustainable Development and Design DM7: Facilitating Zero Carbon Development
SS3b: Climate Change Adaptation	Core Strategy	CP2: Sustainable Development and Design DM7: Facilitating Zero Carbon Development



Housing		
HA1: Housing Allocations	Core Strategy	CP3: Scale and Distribution of new housing
	Saved Local Plan	H3: Housing Allocation Sites 2001 – 2006 H6: Land at Notcutts Nursery and Woodside Cottage, Bagshot H8: Housing Reserve Sites E8: Land at Half Moon Street Bagshot
	Camberley Town Centre Area Action Plan	TC4: Housing TC15: Camberley Station TC19: Former Magistrates Court
HA2: London Road Block	Camberley Town Centre Area Action Plan	TC14: London Road Block
HA3: Land East of Knoll Road	Camberley Town Centre Area Action Plan	TC18: Land East of Knoll Road
HA4: Mindenhurst, Deepcut	Core Strategy	CP4: Deepcut
	Saved Local Plan	H3: Housing Allocation Sites 2001 - 2006
H5: Range and Mix of Housing	Core Strategy	CP6: Dwelling Size and Type
H6: Specialist Housing	Core Strategy	CP6: Dwelling Size and Type
H7: Affordable Housing	Core Strategy	CP5: Affordable Housing
H8: Loss of Housing		No specific existing policy
H9: Rural Exception Sites	Core Strategy	DM5: Rural Exception Sites
H10: First Homes Exception Sites		No specific existing policy
H11: Gypsies and Travellers and Travelling Showpeople (criteria based)	Core Strategy	CP7: Gypsies and Travellers and Travelling Showpeople DM6: Gypsy and Traveller and Travelling Showpeople Accommodations
HA11A: Gypsy and Traveller allocations	Core Strategy	CP7: Gypsies and Travellers and Travelling Showpeople



Economy and Town Centre Uses		
CTC1: Camberley Town Centre	Camberley Town Centre Area Action Plan	TC1: General Policy for new development within the Town Centre TC2: Retail Development TC3: Food and Drink TC5 Employment TC6: Leisure, Community and Cultural Uses TC11: General Design TC12: High Street Character Area TC13: The Public Realm
	Core Strategy	CP10: Camberley Town Centre
CTC2: Camberley Town Centre Primary Shopping Area	Camberley Town Centre Area Action Plan	TC2: Retail Development
CTC3: Camberley Town Centre Movement and Accessibility	Camberley Town Centre Area Action Plan	TC7: Accessibility TC8: Improvements to the Highway network
ER1: Economic Growth and Investment	Core Strategy	CP8: Employment DMI3: Employment Development outside Core Employment Areas & Camberley Town Centre
	Camberley Town Centre Area Action Plan	TC5: Employment
ER2: Strategic Employment Sites	Core Strategy	CP8: Employment
	Saved Local Plan	RE17: Major Developed Sites in the Green Belt
ER3: Locally Important Employment Sites	Core Strategy	CP8: Employment
	Saved Local Plan	RE17: Major Developed Sites in the Green Belt M21: Development at Fairoaks Airport
ER4: Yorktown Business Park	Core Strategy	CP8: Employment



ER5: The Rural Economy	Core Strategy	DMI: The Rural Economy
ER6: Frimley Park Hospital		No site specific existing policy
ER7: Edge of Centre and Out of Centre Proposals	Saved Local Plan	TC1: Maintaining and Enhancing the role of the Town Centre
ER8: District Centres and Local Centres	Core Strategy	DMI2: District and Local Centres and neighbourhood Parades
ER9: Neighbourhood Parades	Core Strategy	DMI2: District and Local Centres and Neighbourhood Parades
ER10: Old Dean		No specific existing policy
Infrastructure		
IN1: Infrastructure Delivery	Core Strategy	CPI2: Infrastructure Delivery and Implementations
IN2: Transportation	Core Strategy	CPI1: Movement DMI1: Traffic Management and Highway Safety
IN3: Digital Infrastructure and telecommunications	Core Strategy	CPI2: Infrastructure Delivery and Implementations DM9: Design Principles
IN4: Community Facilities	Core Strategy	DMI4: Community & Cultural Facilities
IN5: Green Infrastructure	Core Strategy	CPI3: Green infrastructure
IN6: Green Space	Core Strategy	DMI6: Provision of Open Space and Recreational Facilities
IN7: Indoor and Built Sports and Recreational Facilities	Core Strategy	DMI6: Provision of Open Space and Recreational Facilities
IN8: Safeguarded land – Land at the Sturt Road “chord”, Frimley Green	Saved Local Plan	M18: Safeguarded land for Future Transport Provision



Environment		
E1: Thames Basin Heaths Special Protection Area	Core Strategy	CP14: Biodiversity and Nature Conservation
E2: Biodiversity and Geodiversity	Core Strategy	CP14: Biodiversity and Nature Conservation
E3: Biodiversity Net Gain	Core Strategy	CP14: Biodiversity and Nature Conservation
E4: Pollution and Contamination	Core Strategy	CP2: Sustainable Development and Design
E5: Renewable and Low Carbon Energy Schemes	Core Strategy	DM7: Facilitating Zero Carbon Development DM8: Stand alone decentralised, Renewable and Low Carbon Energy Schemes
E6: Flood Risk and Sustainable Drainage Systems	Core Strategy	DM10: Development and Flood Risk
Green Belt and Countryside		
GBC1: Development of new buildings within the Green Belt	CS	DM1: The Rural Economy DM2: Development within Chobham
	SLP	M21: Development at Fair Oaks Airport
GBC2: Development of Existing Buildings in the Green Belt	CS	DM2: Development within Chobham
GBC3: Equestrian Facilities	CS	DM3: Equestrian related development
GBC4: Development within the Countryside beyond the Green Belt	CS	DM4: Replacement, Extension or Alteration of Existing Residential Dwellings in the Countryside Beyond the Green Belt
GBC5: Gordons School	SLP	RE17: Major Developed Sites in the Green Belt



Design and Heritage		
DH1: Design Principles	CS	CP2: Sustainable Development and Design DM9: Design Principles
	AAP	TC11: General Design TC12: High Street Character Area TC13: The Public Realm
DH2: Making Effective Use of Land	CS	CP2: Sustainable Development and Design
DH3: Residential Space Standards		No existing policy
DH4: Sustainable Water Use	CS	DM9: Design Principles
DH5: Trees	CS	DM9: Design Principles
DH6: Shopfronts, Signage and Advertisements		No existing policy
DH7: Heritage assets	CS	DM17: Heritage
DH8: Building Emission Standards	CS	CP2: Sustainable Development and Design DM7: Facilitating Zero Carbon Development

- 14.2. The following Development Plan Policies are not directly replaced but will be deleted as they have either been fully completed, or will no longer be implemented.

Delete

SLP – Elements of H3: Housing Allocation Sites 2001 – 2006
 SLP – H6: Land at Notcutts Nursery and Woodside Cottage, Bagshot
 SLP – Elements of H8: Housing Reserve Sites
 SLP – E6: Employment Revitalisation Areas
 SLP – M1: Major Highway Proposals
 SLP – M4: Additional Car Parking
 SLP – M9: Rear Servicing
 AAP – TC9: Pedestrians
 AAP – TC10: Rear Service Roads
 AAP – TC16: Land at Park Lane
 AAP – C17: Pembroke Broadway (north)

