



# Virginia Water Neighbourhood Plan 2024 - 2035

Adoption Version under the Neighbourhood Planning  
(General) Regulations 2012

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## Forward - Chairman's Statement

In 2018, with the support of Cllr Jonathan Hulley, we led the case for a Neighbourhood Plan to support residents by giving them influence in relation to the future of Virginia Water. In April 2019, Runnymede Borough Council adopted our boundary plan and designated the Neighbourhood Forum.

With the establishment of the Forum, we commenced work researching planning policy, meeting with stakeholders and organising local outreach to people living and working within Virginia Water.

Collectively, we aim to do all we can to preserve the character and boundaries of our Village. Our public consultation survey identified that most of the residents held similar views on maintaining a green environment along with shared concerns over traffic and the safety of pedestrians and cyclists, especially those travelling to the railway station and central shopping area.



Although Covid impacted our early development, we were able to complete a village wide survey before March 2020 and spent much of the 'Covid lockdowns' reviewing the data.

It was very helpful to us that our immediate neighbours of Thorpe, Sunningdale and Windlesham had recently completed Plans, and Englefield Green was also formulating their draft Plan. We spoke and met with all the Forum's Chairpersons and took support and opinions from these discussions. Planning Consultants, O'Neill Homer, who supported Thorpe in concluding their Plan and PJA, who produced two reports for us on access and mobility, plus potential improvements to the central core area, were also key advisors to the Windlesham Forum. Both consultants have been very helpful in assisting with the development of the Virginia Water Neighbourhood Plan.

We wish to thank all residents who actively contributed to shaping and supporting the Plan by completing questionnaires, attending meetings and filling in surveys. The information gathered from these sources has formed the basis of this Neighbourhood Plan and guided the team to focus on the most important things that make our neighbourhood unique and a great place to live.

Moreover, we wish to express our sincere appreciation to the volunteers, stakeholders, and officers at Runnymede Borough Council for their unwavering engagement and advice, which significantly enriched our efforts. Special thanks are also due to O'Neill Homer, our esteemed Planning Consultants, whose expertise proved indispensable in navigating this journey.

As residents, we all have a responsibility to bestow this legacy to future generations through our guardianship. Achieving a flourishing and sustainable community with a safe, high-quality environment where residents can enjoy our scenic landscape, as well as the diverse array of local businesses, recreational facilities, and amenities. Let us collectively strive to uphold the allure of our beloved neighbourhood and ensure that Virginia Water remains Surrey's 'Jewel in its Crown'.

John Pyle, FRICS

Virginia Water Neighbourhood Forum, Chairman 2019 - 2025

Andrew Tyley, ARB, RIAI

Virginia Water Neighbourhood Forum, Chairman

# 1 Introduction

- 1.1 The Localism Act 2011 introduced new opportunities for local communities to formally shape their future by contributing their views and aspirations as part of the planning process.
- 1.2 Neighbourhood Plans produced by Neighbourhood Forums can become part of the development plan for the area once they have completed all the required steps and processes. This provides local people with a say on how land use and buildings can develop over time, such as protecting open spaces and improving local character. This means that any planning applications will have to account for policies contained within the Neighbourhood Plan.
- 1.3 Although there is considerable scope for the local community to decide on its planning policies, Neighbourhood Plans must meet the basic conditions set out in the National Planning Policy Framework (NPPF) and advice contained in guidance issued by the Secretary of State (such as the National Planning Practice Guidance). Neighbourhood Plans must also conform to the strategic policies contained in the development plan for the area and be compatible with European/UK obligations.

## National Planning Policy Framework

- 1.4 The latest version of the NPPF was published in February 2025 and sets out the Government's approach to sustainable development. The NPPF states that Neighbourhood Plans should set out a positive vision for the future of the local area with planning policies to help determine decisions on planning applications, including policies which set out the quality of development that should be expected for the area, based on stated objectives for the area's future and an understanding and evaluation of its defining characteristics. Essentially, it is about growth with economic, social and environmental gains being sought simultaneously through the planning system. These paragraphs of the NPPF are considered especially relevant: Neighbourhood planning (14, 29 - 31), housing (61), community facilities (96), high quality design (131), Green Belt boundaries (142), climate change (161), the natural environment (187) and the historic environment (202).

## Strategic and Local Policies

- 1.5 The Neighbourhood Plan must be in general conformity with the strategic policies of the Runnymede Council's adopted development plan. This primarily comprises the policies of the adopted Runnymede 2030 Local Plan. Its key policies applying to the Virginia Water Neighbourhood Plan are:
  - SD1 Spatial Development Strategy
  - SD3 Active & Sustainable Travel
  - SD7 Sustainable Design
  - SD8 Renewable & Low Carbon Energy
  - SL1 Health and Wellbeing
  - SL9 Housing Allocation Virginia Water North
  - SL10 Housing Allocation Virginia Water South
  - SL25 Existing Open Space

- SL26 New Open Space
  - SL28 Playing Pitches
  - EE1 Townscape and Landscape Quality
  - EE9 Biodiversity, Geodiversity and Nature Conservation
  - EE11 Green Infrastructure
  - EE12 Blue Infrastructure
  - IE5 Centre Hierarchy, Sequential Approach and Impact Assessment
  - IE13 Local Centres.
- 1.6 There are other development plans that apply in the designated neighbourhood area, such as the Surrey Minerals and Waste Development Framework. There are also other neighbourhood plans in the vicinity, notably at Thorpe, Englefield Green Village and Ottershaw, though as these do not cover or overlap any part of the neighbourhood area, they do not affect or apply to the Virginia Water neighbourhood area.

### **Sustainable Development**

- 1.7 This Neighbourhood Plan must contribute to the achievement of sustainable development. The NPPF states that pursuing sustainable development includes making it easier to create jobs in villages, to promote gains in biodiversity, to achieve better quality design, to improve people's quality of life and to provide a wider choice of high-quality homes. Therefore, the objectives and policies of Neighbourhood Plans will be assessed against and actively promote the achievement of sustainable development.

### **Neighbourhood Plan Process**

- 1.8 Producing a Neighbourhood Plan is a formal process involving several stages, governed by the Neighbourhood Planning (General) Regulations 2012 and continuing community involvement. Following the completion of the consultation exercise, the Forum will review the comments made and prepare a final version of the Plan. This will be submitted to Runnymede Borough Council to arrange for its independent Examination.
- 1.9 If the Plan passes Examination, it is then gets voted upon in a referendum by residents and if a simple majority 'yes' vote is achieved, then the Neighbourhood Plan comes into force as a planning document with legal weight in decision-making.

### **Neighbourhood Plan Policies**

- 1.10 Policies within a Neighbourhood Plan define specific guidelines and rules designed to shape future development and land use in a particular area, reflecting the priorities and vision of the local community. These policies, once part of an approved plan, become a formal part of the local planning framework and hold legal weight in determining whether planning applications should be granted planning permission or not.
- 1.11 A Neighbourhood Plan's policies typically address various aspects of development, including housing, local amenities, transportation, environmental sustainability, and the preservation of historical or cultural landmarks. Each policy is the result of input from community consultations, assessments of local needs, and compliance with broader regional or national planning guidelines. They ensure that new projects will contribute positively to the area,

enhancing aspects like walkability, aesthetic suitability, green spaces, and accessibility, and often aim to support the local economy while protecting the environment.

- 1.12 These policies serve as a roadmap for sustainable and beneficial development, promoting a balance between growth and preservation. They are a tool to ensure that as the neighbourhood evolves, it does so in a way that strengthens community bonds, enhances quality of life, and maintains the unique character of the area.

## 2 Virginia Water Neighbourhood Plan

### The Neighbourhood Forum and Neighbourhood Area

- 2.1 In April 2019, the Neighbourhood Area and the Virginia Water Neighbourhood Forum (the organisation responsible for producing the Neighbourhood Plan) were designated. The Neighbourhood Area is shown on the map below. The Neighbourhood Forum and Area were both re-designated in March 2024 for a further five-year period.
- 2.2 Virginia Water Neighbourhood Area includes Virginia Water village and Trumps Green village together with the hamlet of Stroude to the northeast and Thorpe Green to the east. At the eastern edge, the Neighbourhood Area is demarcated by the overpassing M25; and to the west, by the open royal parkland of the Windsor Great Park and Virginia Water Lake which is an Historic Park and Garden. Towards the north, the land within the Crown Estate forms an important buffer to Royal Holloway/Englefield Green, and Chobham Common lies on the southern border.
- 2.3 The neighbourhood is partly within the London Metropolitan Green Belt, and within the 5km buffer zone of Thames Basin Heath Special Protection Area.

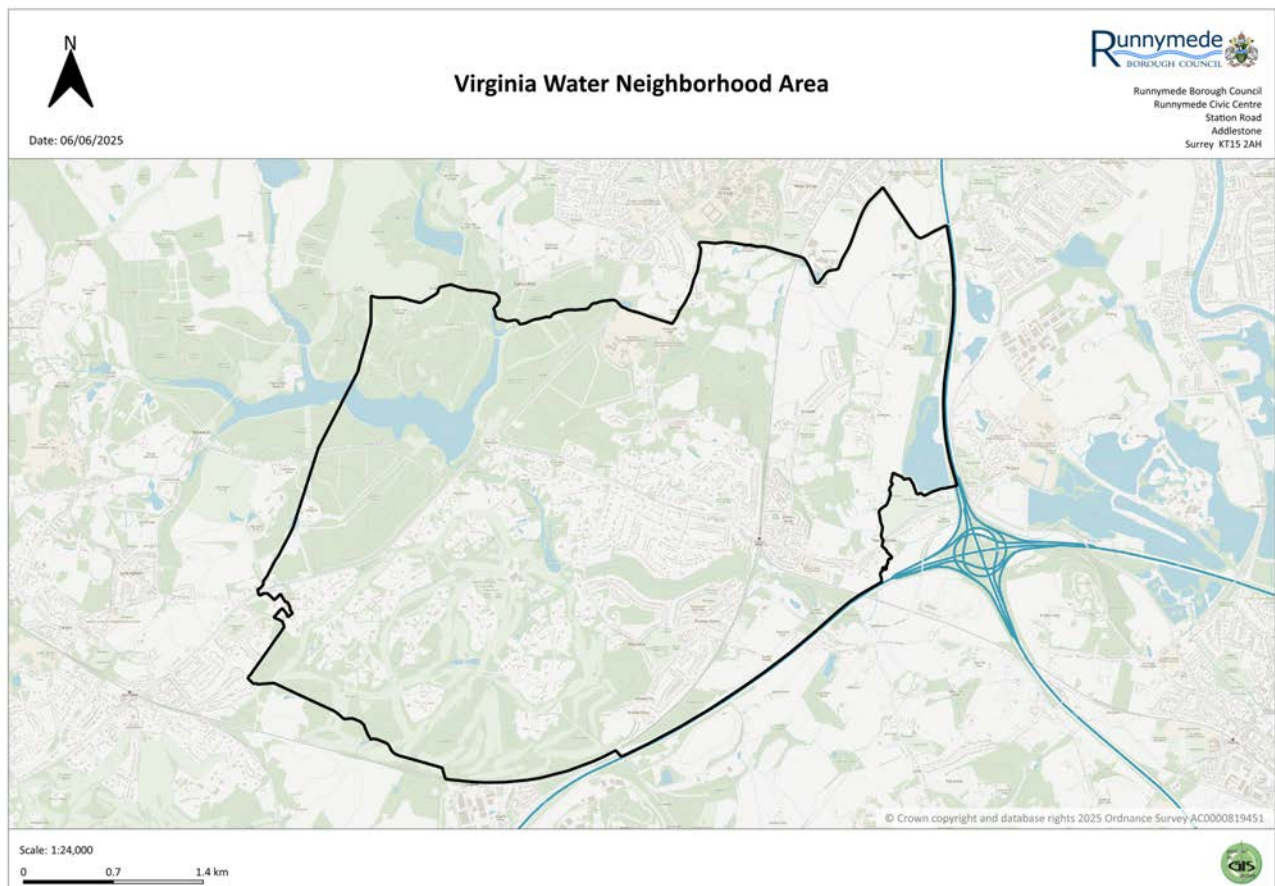


Figure 1: Map Showing Virginia Water Neighbourhood Plan Area

## Role of the Neighbourhood Plan

2.4 The purpose of the Virginia Water Neighbourhood Plan is to set out a series of planning policies that will be used to determine local planning applications in the period to 2035. The Plan will form part of the development plan for Runnymede Borough, alongside the adopted Runnymede Local Plan.

2.5 The Virginia Water Neighbourhood Plan aims:

- set out the important land use and environmental qualities of Virginia Water that have been identified by the residents during various consultation events.
- reflect on the issues raised by residents and suggest how they can be approached through planning policies.
- provide policies to protect the character of the area and to enable appropriate and sustainable development.
- acknowledge development that might be needed, provided it meets the policies in this plan and the current strategic plan for the whole Borough.
- include maps of the area (both in the Neighbourhood Plan and associated documents).

## Consultation

2.6 One of the requirements for producing a Neighbourhood Plan is community involvement. A fundamental objective in defining our Neighbourhood Plan was to gain input and feedback from local stakeholders. The Forum organised consultation activities during the three years of plan development with key stakeholders and the public.



- 2.7 This included questionnaires, presentations to local community representatives, exhibitions of the proposals at community events, publication of the plan and accompanying documents on the dedicated website [virginiawaterplan.org](http://virginiawaterplan.org) and other publicity activities inviting residents' forums to ask questions and make comments.
- 2.8 The Neighbourhood Plan and its accompanying background documents was published for formal consultation under Regulation 14 of the Neighbourhood Planning Regulations on the 18<sup>th</sup> December 2023 until the 22<sup>nd</sup> March 2024. Residents, businesses, stakeholders, neighbouring authorities and statutory undertakers were invited to make comments on the Neighbourhood Plan.
- 2.9 Full details are available in the Consultation Statement which accompanies the Neighbourhood Plan.

### **Summary of Issues Raised Through Consultation**

- 2.10 Stakeholder consultation on proposals for the betterment of village life began in 2018 through a questionnaire asking residents about their concerns relating to the village, this formed the starting point for identifying land use issues and creating the Vision and Objectives of the Neighbourhood Plan. The most recent public consultation undertaken in July 2023 solicited opinion from Trumps Green residents and focused on providing specific policies to address their specific issues. It should be noted that not all the points raised can be addressed through the Neighbourhood Plan as some are not land use planning matters and some are of a strategic nature.

Common concerns identified included need to:

- Maintain the village character
- Improved pedestrian pavements
- Improve cycleways through the village
- Manage traffic through reducing speed limits through the village
- Restrict non-village destined traffic movement through the village
- Improve the quality of the public realm
- Consider measures that the plan may make in meeting climate change objectives
- Consider imposing better environmental standards in new building
- Generally, improved local access and connectivity
- Consider how to affect air traffic noise with concerns about changing aircraft routes into and out of Heathrow
- All areas within the neighbourhood, without exception, have concerns over traffic volumes and speeds

## Key Issues Raised in Each Area

2.11 To both bring clarity and structure to the future vision for the community and be responsive to the differing needs of residents within the Neighbourhood Area, several areas have been defined of distinctive character.

2.12 These areas have been identified as having unique characteristics for both their physical realm and the socio-economic challenges of their residents and users who live and work within them. Our public outreach has concluded that the diversity of different issues within the entire neighbourhood area will require both a common response but also, at a more detailed level, particular guidance to localised issues for the creation of policies and planning guidance that will work for all residents – simply viewing the neighbourhood as a single, homogenous, entity fails to acknowledge the inter-connections across the form and function of Virginia Water.

2.13 Six distinct areas have been identified:

- **Wentworth Estate;** the original Tarrant designed layout around the golf course and village.
- **Crown Estate;** The Lake and surrounding land which gives the village its name, incorporating Callow Hill and the areas North of Wentworth towards Englefield Green.
- **Virginia Water Centre;** the ‘heart’ of the village which comprises the station, library, parades of shops and courts.
- **Trumps Green;** covering Trumps Green Road and adjacent streets as it winds up the hill towards Longcross, Cabrera Avenue, Crown Road and Harpesford Avenue.
- **St Ann’s and Virginia Park;** the private developments close to the village centre, including the Orchard and Sandhills Court.
- **Stroude Valley;** incorporating the ‘ribbon village’ of Stroude, and the area from St Ann’s Heath towards Thorpe Green.

2.14 Wentworth Estate

- Retain the character of the Estate.
- Maintain safety of cyclists, pedestrians and golf buggies on private roads, and public thoroughfares.
- Retain clear separation between dwellings.
- Restrictions on the extent of new basements.
- Avoidance of hard boundaries - hedges and chain-link fencing rather than walls and close boarded fencing.
- To retain green open landscape and allow movement of small animals through the Estate.

2.15 The Crown Estate

- Retain the lake area of the Great Park for walking, cycling and relaxation. The Crown Estate have expressed their wishes to restrict visitor numbers to their current level in correspondence with the Forum. The park itself is visited by over 5 million people a year, and there is a need to balance the social and well-being benefits that public access gives, alongside the requirements to maintain the landscape in as good a condition as possible.

- Retaining green openness and parkland on the land owned by the Crown, east of the A30 up to Callow Hill.
- Properties that lie within the Crown Estate including the ACS International School to retain the parkland landscape.

#### 2.16 Village Centre/Christchurch Road

- The village centre is spread between two shopping parades which residents feel has no central heart or meeting place within the village.
- Pedestrian access across Christchurch Road is difficult would be improved with at least two pedestrian crossing points including near Station Approach and one near Manor Mead School.
- A greater area around the war memorial for meeting and community uses is being requested.

#### 2.17 Trumps Green

- Retention of the retail parade.
- Increased and safer parking and provision of disabled parking.
- Safer pathway access from local primary school to retail shops.
- Safe pedestrian crossing across Trumps Green Road.
- Improved cycling and disabled access to the station from existing public footpaths.

#### 2.18 St Ann's and Virginia Park

- Maintaining the Grade I listed building in the best condition and the tower as a visual landmark including when approached via Stroude Valley.
- Retain privacy as gated communities.

#### 2.19 Stroude Valley

- Access to St Ann's Heath Junior School for children and parents is only possible via a narrow pavement and a steep hill. Residents wish to see a cycleway and footpath connecting the lower valley area to Sandhills Lane avoiding the Stroude Road.
- The area boundary by the railway line and housing that fronts Stroude Road around Whitehall Farm offers a varied habitat and pedestrian walkways which are sought to be protected and improved.
- The Stroude residents are keen to see the continued separation of themselves from Egham.
- The open environs of Great Fosters (Grade I listed) as a major historic building should be respected.
- The vista along Stroude Road, dominated by the Virginia Park tower (Grade I listed) should remain and not be negatively impacted.

## Evidence Base for the Neighbourhood Plan

2.20 A series of documents have been produced as background evidence documents to the Neighbourhood Plan including:

- Local Gap Study which aims to identify and protect areas of open land between settlements to prevent urban sprawl and maintain the distinct identity and separation of different communities.
- Local Centre and Wider Connections Study regarding the functionality and accessibility of the neighbourhood's central area and its links to surrounding areas. The study's purpose is to enhance the vitality of the local centre by improving amenities, services, and public spaces.
- Cycling and Walking Infrastructure Proposal which aims to create safe, accessible, and efficient routes for cyclists and pedestrians.
- Transport Strategy outlining the current transport infrastructure, and issues such as congestion or safety concerns, and proposes improvements such as better public transit, cycling and walking paths, and traffic management measures.
- Post-occupancy Evaluation Guidance which provides feedback on the performance, functionality, and satisfaction levels of new developments. This information helps identify any issues, informs future design and planning decisions, and ensures that developments achieve their intended outcomes.
- Community Infrastructure Report that identifies gaps or deficiencies in existing infrastructure and recommends improvements or new facilities.

## 3 Virginia Water Description

3.1 Virginia Water is a very popular village due to its convenient access to central London, the national motorway network, Heathrow Airport, and some of Southern England's premier golf and leisure facilities. The village is visually distinguished by its wide, tree-lined avenues and large detached homes. Residents are served by local facilities from two central village



Station Approach, Virginia Water Centre

parades and a further one in Trumps Green. Larger more extensive shopping, employment and leisure facilities are in Egham, Staines and Sunningdale. The residents and commuters of Virginia Water are served by a train station with connections to Reading and London Waterloo.

- 3.2 The Village includes several residential estates and private gated communities each having Residents Associations including The Wentworth Estate, St. Ann's Park, and Virginia Park.

## History and Character

- 3.3 From archaeological findings, settlement within the Runnymede area began over 12,000 years ago towards the end of the Stone Age. Bronze Age and Roman ditches have since been discovered at St Ann's Heath and Virginia Park (site of the former Sanatorium).

- 3.4 A Roman road once made its way through the neighbourhood of what is now Virginia Water. A monument to its presence stands at the northern end of Stroude Road close to the Tudor hunting lodge that is now Great Fosters Hotel.



- 3.5 The name Virginia Water was first given to the lake at the southern end of Windsor Great Park in the mid-18<sup>th</sup> century. This was created by William Augustus, Duke of Cumberland, after his return from the Battle of Culloden in 1746. He was appointed Ranger of Windsor Great Park by his father, King George II.

- 3.6 The creation of the lake and its surrounding landscape played a key role in shaping the foundation of the Virginia Water neighbourhood as it exists today. The River Bourne flows from the lake eastwards winding its course into the Bourne Nature Reserve in Trumps Green, and eventually into the Thames at Chertsey. The lake and its parkland remain a vastly popular destination for visitors and are also frequently used as a film set for productions varying from the Harry Potter film series to the recent Dark Angel TV series.

Historic England Monument

- 3.7 Christ Church was built in 1838 and has several historic memorials within its churchyard, including the Grade II listed tomb of Count and Countess Morella of Wentworth House. The development of the area in the 19<sup>th</sup> Century followed the arrival of the railway station at Virginia Water in 1856.

- 3.8 Holloway Sanatorium was built by the Victorian entrepreneur, Thomas Holloway, who also was responsible for the magnificent gothic building that is The Royal Holloway College. The Sanatorium was a mental asylum constructed in 1885 as a private institution where patients paid for their own treatment. Views of the Sanatorium tower are visible from several locations within the Stroude Valley and further afield. In 1948, it was taken over by the newly established National Health Service and closed in 1980.

- 3.9 After years of neglect, in 2000 the building and grounds were converted into private housing, with 23 residences in the main building and 190 new houses and apartments in the grounds. The main building is Grade I listed, the sanatorium chapel is Grade II\* listed. The gated estate is now known as Virginia Park and includes a spa, gymnasium, multi-purpose sports hall, and all-weather tennis court.

3.10 Great Fosters Hotel is a former hunting lodge and a listed Grade I building, set in gardens and parkland which are Grade II listed on the Register of Historic Parks and Gardens.



Great Fosters Hotel

3.11 Wentworth Estate was first established by the building of a small country estate named after the family of Colonel Thomas Wentworth, a central figure in the fight against the Jacobite uprising of 1745. In 1805 the main house, a Gothic-revival mansion, was constructed for the brother-in-law of the Duke of Wellington (and is now the Wentworth Golf Clubhouse). The property was later acquired by exiled Spanish Count, Roman Cabrera, who along with his English wife, Countess de Morella, acquired further farmland. In 1922 builder W.G. Tarrant acquired the Estate from the Cabrera family to develop the land into an extensive housing estate of varyingly sized properties for private residential occupation around a new golf course set in seven square kilometres of a woodland setting.

3.12 The Wentworth Estate was the first estate in the UK to be protected by an Act of Parliament in 1964 and is confined by Freehold covenants. The Estate has a variety of house styles notably the original Surrey Homes style built by W.G. Tarrant beginning in 1922.

3.13 The original country house was converted into the Golf Clubhouse. Harry Colt, the then Secretary of Sunningdale Golf Club and respected golf Architect, was commissioned to design the East Course, completing this in 1927 and adding a second course, the West, two years later. The West has subsequently been the principal Championship course. Wentworth is one of the most prestigious golf clubs in Europe and became host of the Ryder Cup in 1956, and many other major professional tournaments since.

3.14 To the east of Virginia Park and west of the village centre is St Ann's Heath which descends into the Thames plain. The Stroude Road demarcates the distinct residential estates of St Ann's from Virginia Park, characterised on its boundary by high-quality brick walls.

## Demographics

3.15 The population of the neighbourhood is approximately 6,500 residents (6,334, according to the 2021 census). 55.7% of those living in Virginia Water are in full time employment with 56.8% of these working from home either partly or fully. 55% of those working have professional or managerial occupations with only 15% of the working population commuting further than 10kms from the Neighbourhood Area. 23.5% of residents are retired. The average age of residents in Runnymede Borough is 39 years although in the Neighbourhood Area it is 46 years with 60.5% of residents being between the ages of 16 to 64 years. This is very comparable to the adjacent village of Thorpe with 60% of residents being between the ages of 16 to 64 years.

3.16 The highest density of residents within the neighbourhood can be found behind Station Approach, within Trumps Green with 3,374 residents per square kilometre. The average population density across the neighbourhood is 428 residents per square kilometre. Comparatively, the adjoining town of Egham has twice the densities of population.

## Natural Environment

- 3.17 The Village and its neighbourhood lie between the gently undulating area of protected Lowland heathland of Chobham Common to the southwest, the Crown Estate parkland to the north and Stroude Valley farmland to the east. Chobham Common is the largest National Nature Reserve (NNR) in the southeast of England, part of the Thames Basin Heaths Special Protection Area (SPA) and also part of the Thursley, Ash, Pirbright and Chobham Special Area of Conservation (SAC).
- 3.18 The open boundary nature of properties within the Wentworth Estate is important for migrating wildlife providing a continuous natural connection between landscapes. Chobham Common is classed as a Site of Specific Scientific Interest (SSSI).
- 3.19 The area offers a network of public footpaths that connect across the neighbourhood to adjoining villages, with several historical footpaths and rights of way.
- 3.20 Residents regularly report seeing Red Kites, Barn Owls, Buzzards, Kestrels, Sparrowhawks, Woodpeckers, Nuthatch, Goldcrest, Wrens, Mistle Thrush, Song Thrush, Swift, Geese, Stag Beetles, Hawk Moths, Grass Snakes, Frogs, Toads and Newts, Badgers, Foxes, and Hedgehogs.
- 3.21 Gravel and Sand Pits The area has historically been subjected to the extraction of natural gravels and sands for the construction industry in nearby Thorpe. The gravel and sand pits were developed for extraction in the 1930s and extract ceased when the pits were flooded to form lakes in 1979. Longside Lake, within the Neighbourhood Area, was part of the original gravel extraction area now used for open water swimming and recreation uses.
- 3.22 Waterways The River Bourne flows through the southern part of the Virginia Water village centre that borders with Trumps Green connecting Virginia Water Lake, within the Crown Estate, through the Cabrera Conservation Area to the River Thames at Chertsey Meads. The river is prone to flooding during the wet spring months of the year affecting the lower elevation settlements of Chertsey and Thorpe, between 12.2m to 14.4m above ordnance datum (AOD). The Neighbourhood Area is generally protected from rising river levels due to its higher elevation, between 29m to 50m AOD. The low-lying area of Thorpe Green adjoining the Neighbourhood Area is prone to flooding and classified as Flood Zone 2 by the Environmental Agency.

## 4 Vision & Objectives

### Vision Statement

Our Neighbourhood Plan aims to strengthen the community bond between Virginia Water residents and those who work here, ensuring a vibrant, high-quality environment that meets everyone's needs. We want to enrich local life with accessible natural spaces, shops, restaurants, and amenities, creating a place that truly supports community engagement and social connection.

We envision a public realm designed to serve the functional and social needs of the Village in a distinctive, safe, and memorable way. This approach will enhance the unique character of Virginia Water, emphasising its historic buildings and celebrated sports venues. Our plan also prioritises accessibility throughout the Village, with a commitment to sustainability and carbon neutrality. By keeping Virginia Water compact and intimate, we aim to promote a walkable, family-friendly environment.

Key goals include adopting safe and improved connectivity, enhancing green spaces and infrastructure, and supporting family-oriented housing. New developments should add value to our public spaces, through both their design and by contributing to specific community projects through the Community Infrastructure Levy (CIL).

By 2035, we aim for the Virginia Water Neighbourhood Plan to have:

- Guided sustainable development while preserving the Village's character
- Fostered a stronger local community
- Protected and enhanced the area's historic and natural features, and
- Significantly increased opportunities for non-motorised methods of travel and increased highway safety

### Key Objectives

1. The Neighbourhood Plan aims to guide new development to meet community needs and enhance the character of the area.
2. Promoting development that respects the environment and supports the local economy
3. Emphasising high-quality sustainable design that reflects local character and creates a sense of place
4. Defining a clear, organised urban edge
5. Encouraging sustainable, attractive, and safe community spaces
6. Reducing the impact of traffic for all highway users including pedestrians and cyclists
7. Improving pedestrian and cycle connections within the neighbourhood and to nearby areas
8. Retaining and improving the natural environment for local people and visitors
9. Supporting local employment, community facilities and schools

## 5 Neighbourhood Plan Policies

The Virginia Water Neighbourhood Plan (VWNP) contains a series of land use policies, the successful delivery of which over the plan period will help achieve the community's vision for the area. The following policies relate to the development and use of land in the designated Neighbourhood Area of Virginia Water. They focus on specific planning matters that are of greatest interest to the local community, especially in seeking to enhance village identity, viability of community facilities and Virginia Water's green and blue infrastructure. Some planning policy matters which cover issues that are important to residents are already covered by National Guidance and Local Plan policies and accordingly are not Neighbourhood Plan policies. This has avoided unnecessary repetition of policies.

Each policy has a 'VW' number and title to differentiate these policies from those of the Local Plan. The policy itself is shown in bold text, with supporting text explaining how the policy fits with others, and how it is intended to be interpreted and applied. In addition, there are themed plans which are part of the supporting text.

Where a policy applies to a specific site or area, this is shown on the Policies Map within each chapter. Once the VWNP is made, all this mapped data will be added to Runnymede Borough Council's interactive planning map.

## 6 VW1 - Virginia Water Design Code

### **Policy VW1 - High Quality Design**

Development proposals must be of high quality and reflect the distinctive character of the Neighbourhood Area in terms of design, bulk and massing, materials and landscaping and accord with the provisions of the Virginia Water Design Code (Appendix 1) that are relevant to their nature and scale, and to the Design Character Area in which they are located, as defined on the Policy Map (Figure 2).

As appropriate to the type, scale and location, new development proposals must:

- Ensure that historic character is respected and reflected in the development is design
- Relate to the existing development pattern in terms of the definition of streets, plot sizes and spaces between buildings
- Be of an appropriate scale, height and density in relation to its setting
- Use materials and architectural details appropriate to the development's context
- Be of a design with a locally inspired or distinctive character
- Retain existing trees, hedgerows and green spaces where possible and provide appropriate landscaping, planting and boundary treatment
- Not impede the quality of existing important views
- Provide parking and/or retain existing parking

## Supporting Policy Text

- 6.1 Requiring new development to be of high quality, respecting the surrounding built and natural environment is critical to ensure that the much-valued character of the area is maintained and enhanced. The Neighbourhood Forum therefore has produced a Design Code (Appendix 1) to manage and guide design matters across the Neighbourhood Area. The Design Code provides a set of guidelines and standards that should be used to guide the physical and aesthetic characteristics of proposed development. Its primary purpose is to ensure that new buildings and public spaces are in harmony with the local character and meet the community's aspirations for the future. This includes considerations of architecture, materials, layout, public spaces, and sustainability. By providing clear expectations, the Design Code helps to preserve the unique identity of the area, promotes high-quality development, and supports coherent and visually appealing urban design. It includes a summary of the baseline analysis that informed the definition of the Character Areas and resulting coding.
- 6.2 The Neighbourhood Plan Policies Map defines the Design Character Areas which have been identified in the Design Code as having unique characteristics that respond to their specific function, geographical location, and relationship to their surroundings.
- 6.3 Wentworth West ("The Island") is home to the Wentworth Club and its three championship golf courses, with large, detached homes on 1 to 12-acre plots. While few original Tarrant 'Arts and Crafts' houses remain, they have largely been replaced with neoclassical mansions featuring pitched roofs, parapets, colonnade porches, and substantial basements. The area is defined by wide grass verges, substantial entrance gates, and boundary hedging, with an open feel due to the absence of hard boundary walls or fencing.
- 6.4 Wentworth East, spanning Wellington Avenue, Christchurch Road to the retail parades, Gorse Hill and Monks Walk, Abbey Road and Virginia Drive plus Woodlands Road East and West, shares this green, open character but with smaller plots (1/3 to 1 acre, with a few exceeding 1.5 acres). Original Tarrant homes are rare, replaced by Georgian-style brick houses. The absence of close-boarded fencing or walls enhances the sense of space and greenery.
- 6.5 The Dormy House, a purpose-built apartment block dating back to the 1800's, consists of approximately 15 flats and garages. While restrictive covenants across the Wentworth Estate generally limit plots to single dwellings, this site presents a unique opportunity to maintain a more diverse housing mix that is not replicable elsewhere. Therefore, the continued use of this site for multiple dwellings is supported.
- 6.6 The 2021 census indicates that detached houses with four or more bedrooms make up 50% of the entire Estate and over 90% within The Island. In contrast, most of the Estate's one- and two-bedroom properties are above the retail shops and close to the railway station.
- 6.7 The Wentworth Estate Roads Committee (WERC) maintains the private estate's roads, enforces property covenants, and upholds design guidelines, ensuring uniformity and a high standard of maintenance.
- 6.8 However, Morella Close, Trotsworth Avenue, and Harpesford Avenue, sold by the Estate in the 1950s without WERC guidelines, differ in character. Homes here are closer together, with defined boundaries marked by fencing and walls. Morella Close is a cul-de-sac of 12 detached homes, while Trotsworth Avenue features a mix of dormer bungalows and detached houses. These areas have wider pavements and higher curbs.



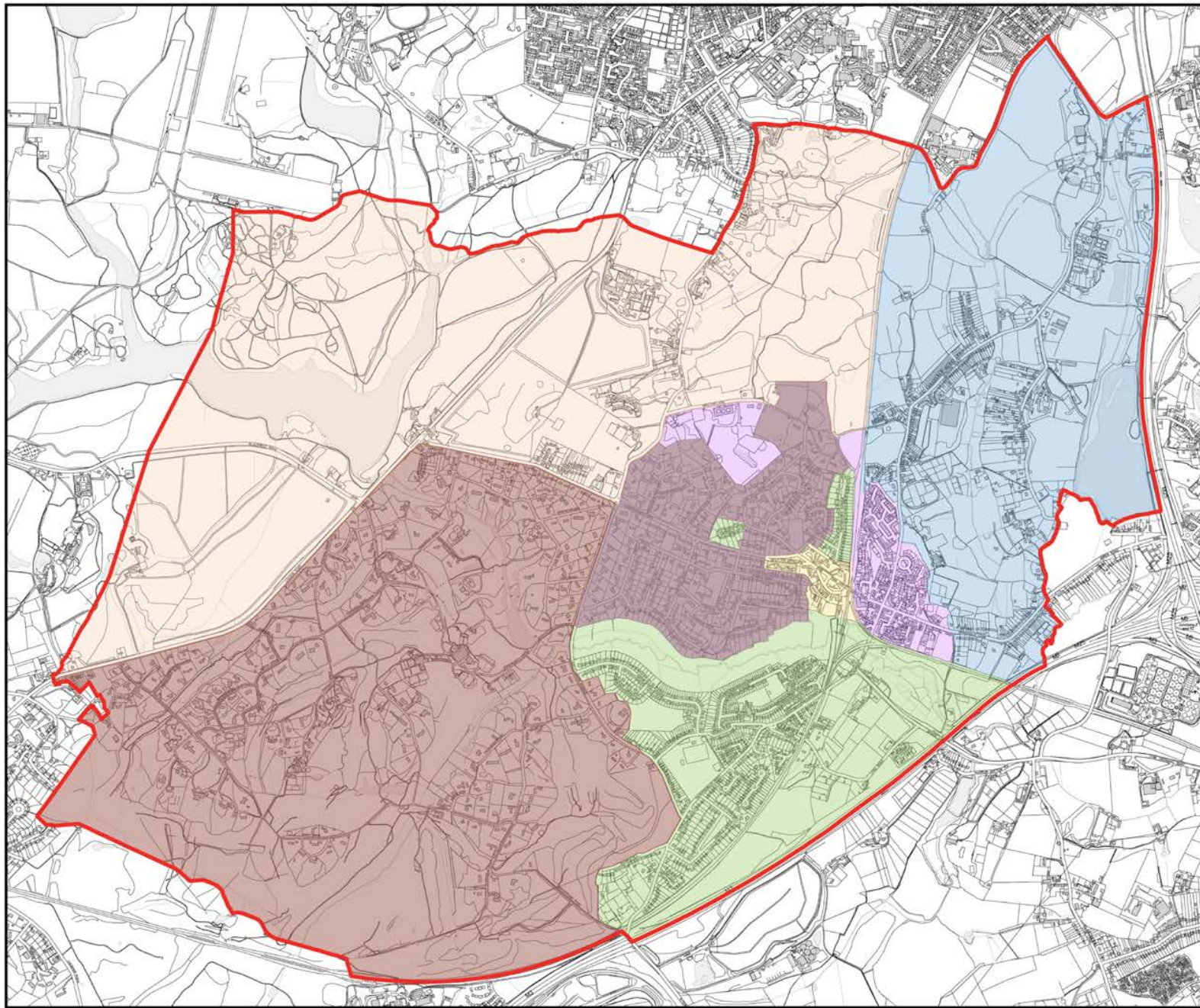
The Dormy House

- 6.9 Virginia Park, a Grade I listed site of historical interest, comprises apartments and houses converted from the striking Gothic-style 19th-century sanatorium. Developed in the 1980s, this gated community operates under covenants and planning policies aimed at preserving the walled estate and maintaining its high standards.
- 6.10 St Ann's is a modern gated community featuring terraced townhouses with brick facades and slate-pitched roofs. This development is managed by a Residents' Association, ensuring upkeep and security.
- 6.11 The Orchard and Sandhills Lane consist of predominantly 1990s two-storey housing with open access and adopted roads. Sandhills Lane extends towards Thorpe Green, featuring primarily detached, brick, and rendered two-storey homes. St Ann's Heath Primary School is situated on its southern side.
- 6.12 The junction of Stroude Road, Sandhills Lane, Christchurch Road (B389), and Trumps Green Road is one of the busiest junctions in the village.
- 6.13 Trumps Green and the adjacent areas are primarily post-war housing. It includes the Bourne River Nature Reserve and a neighbourhood shopping parade, built in the 1960s, offering amenities such as a hardware store, hairdressers, café, convenience store/post office, and takeaway, with flats above and lock-up garages at the rear.
- 6.14 Trumps Green hosts an infant school, football club, tennis club, and an open green/play area. The influence of the Wentworth Estate is evident, with restrictive covenants applying to Harpesford Avenue, Cabrera Avenue/Close, Bourne Road, Trumps Green Avenue, parts of Crown Road, and Wellington Avenue, predominantly enforcing single-dwelling plots.
- 6.15 The village community centre is located on Beechmont Avenue. Trumps Green Road extends from St Ann's in the north to the southern boundary of the village, crossing a railway bridge where the Longcross ward begins. Access for larger vehicles is restricted due to the 12ft height limit of the rail bridge.
- 6.16 Housing in this area primarily consists of detached or semi-detached two-storey homes with brick or rendered facades and pitched tiled roofs. While Trotsworth Avenue and Morella Close fall within the Wentworth East design code area, they exhibit characteristics similar to Trumps Green, particularly Harpesford Avenue. The Wentworth Estate Roads Committee (WERC) does not own these adopted roads; therefore, only title covenants apply, with design and scale guidance governed by Runnymede Borough Council.
- 6.17 Morella Close comprises 12 detached brick-built houses, with homeowners generally adhering to Wentworth planning guidelines concerning building separation and height. Trotsworth Avenue features a mix of two-storey detached houses, chalet-style homes, and original 1950s bungalows.
- 6.18 The Crown Estate and surrounding environment includes Callow Hill and the northern side of Christchurch Road feature several Victorian and interwar detached houses, primarily bungalows or cottages. Most land in this area remains under Crown Estate ownership, prioritising the preservation of parkland.
- 6.19 The A30 serves as a major arterial route, directing traffic eastward to the M25 (Staines/Egham) and westward to Sunningdale/Camberley. Callow Hill often functions as a secondary route for drivers seeking to avoid peak-time congestion on the A30.
- 6.20 ACS International School is located off the A30, while a division of Royal Holloway, University of London, operates near Callow Hill alongside CABI Technology. These institutions integrate seamlessly into the surrounding green parkland environment.

- 6.21 Christchurch, a 19th-century church, stands on the northern side of Christchurch Road. The Rose and Olive pub (closed), also dating back to the late 19th century, is situated on Callow Hill.
- 6.22 Our community consultation highlighted the lack of a clearly defined village centre with many residents referring to Virginia Water Lake as the focal point. As a result, the Neighbourhood Forum has engaged with the local community and external consultants to explore opportunities for creating a more identifiable village 'heart'.
- 6.23 The central area comprises residential properties, including accommodation above the shopping parades, as well as purpose-built accommodation such as Virginia Court, Hanover Court, and Augustus House (senior living apartments).
- 6.24 Station Approach consists of 20 two-storey commercial units with pitched tiled roofs. Eight of these buildings date back to the 1930s, featuring a Tudor-style timber frame with plastered panels and timber balconies. The remaining structures, built post-war, are predominantly brick with some hanging tile facades. The parade is set back from Christchurch Road, incorporating a grass verge, trees, and free parking for approximately 70 vehicles.
- 6.25 Available facilities within the parade include a pet shop, bakery, grocery store, dry cleaners, hairdressers, estate agents, veterinary clinic, opticians, and chemist. The local medical centre, housed in a recently extended two-storey brick building with a pitched tiled roof, now offers 15 additional parking spaces.
- 6.26 Station Parade which is located closer to the railway station, includes 13 commercial units built in the 1950s and 1960s. These two-storey brick buildings feature pitched tiled roofs with dormer windows, providing a third floor of residential accommodation known as Elm Court. Businesses here include three restaurants, an estate agent, a wine bar (currently vacant), a newsagent/post office, a dress shop, a gift shop, and a bookmaker.
- 6.27 Adjacent to the railway station entrance is Hanover House, a modern development of a former office block with ground-level shopping and three upper floors of apartments. Developed in 2018, these buildings serve as a gateway to the station, and on the ground floor include a Costa Coffee, barber shop, IT shop, and a beauty salon (currently vacant). Behind Hanover House is Augustus House, a gated development comprising 66 apartments for residents over 70. The Royal British Legion, Harvestime Church, and several lock-up garages are located behind Station Parade.
- 6.28 It is an aspiration of the Forum to see updates made to the railway station, and a replacement of the outdated concrete-panelled station ticket office and car park built.
- 6.29 The village war memorial and adjacent green space, situated in front of Station Parade, the bus stop, and Christchurch Road, were developed following the conversion of the former Memorial Gardens into the existing car park. A Forum aspiration is to improve this space by opening the hedging and enhancing its community appeal.
- 6.30 Stroude Valley incorporates the ribbon village of Stroude and the area from St Ann's Heath towards Thorpe Green. Bounded to the east by the M25, it includes Longside Lake, a 50-acre water body formed during gravel extraction for the M25's construction. Over the past century, Stroude Road has seen linear development, comprising small farm cottages, bungalows, semi-detached, and detached houses. The area was historically linked to smallholdings, nurseries, and farms, a number of which have since been converted into commercial properties, sometimes without proper planning consent.
- 6.31 Hurst Lane exemplifies historic planning breaches, leading to community concerns and a lack of a clear planning strategy.

- 6.32 Stroude Road extends into Egham, passing the Grade I listed Great Fosters Hotel, a well-maintained Tudor mansion now serving as a five-star hotel. Its setting is of significant importance to the village.
- 6.33 Stroude Valley is part of the village's 'Local Gap Area,' a key policy aimed at preventing intrusive development that could erode the separation between Virginia Water and Egham. Like the Crown Estate, this area plays a crucial role in maintaining a clear boundary to urbanisation.
- 6.34 Environmental concerns stem from the proposed gravel extraction in the western section of Stroude Road, which could impact the local ecosystem and community well-being.
- 6.35 The Design Code has been prepared in accordance with the National Model Design Code and its Guidance Notes published by the Ministry of Housing, Communities & Local Government in July 2021 and gives local interpretation to several Local Plan policies including SL1 'Health and wellbeing' and EE1 'Townscape and Landscape Quality'. This policy also complements the adopted Runnymede Design Supplementary Planning Document (SPD).
- 6.36 The Wentworth Estate has its own process for controlling design within its boundaries, due to the restrictive covenants in place on property deeds designed to maintain the character of the Estate. These controls, known as the Wentworth Estate Planning Guidelines are administered via the Wentworth Estate Roads Committee which is empowered by the Wentworth Estate Act 1964. Consequently, all building works and alterations or modifications of existing buildings require the consent of the Committee. This applies even if the work is "permitted development" under the planning regulations, exempting it from the need for approval by Runnymede Borough Council. The Wentworth Estate Planning Guidance is available here [www.wentworthestate.org.uk/guidance](http://www.wentworthestate.org.uk/guidance). This process is generally carried out by potential developers/residents prior to work commencing or planning applications being made.

**VW1 High Quality Design**  
Virginia Water Neighbourhood Plan



-  Neighbourhood Area
  
-  **Character Area A**  
Wentworth Estate West -  
Greenbelt
  
-  **Character Area B**  
Wentworth Estate East -  
Non-greenbelt
  
-  **Character Area C**  
Virginia Park & St Ann's Park -  
Virginia Water East
  
-  **Character Area D**  
Trumps Green (incl. Trotsworth  
Avenue & Morella Close)
  
-  **Character Area E**  
Callow Hill & The Crown Estate
  
-  **Character Area F**  
Village Centre
  
-  **Character Area G**  
Stroude Valley

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Figure 2: VVNP Design Code Policy Map

## 7 VW2 - Virginia Water Village Centre

### Policy VW2 - Virginia Water Village Centre and Railway Station

The Neighbourhood Plan identifies the Virginia Water Village Centre on the Policy Map (Figure 3).

To maintain the role of the Village Centre as a vibrant and active place, proposals should prioritise retaining active frontages that support its functionality and appeal. On the ground floors within the Village Centre development proposals for new or intensified commercial, business, service users and public houses / drinking establishments will be supported provided that the impact on amenity for residents in the immediate area is not unacceptably adversely impacted.

Uses that enhance community engagement and activity within, and close to the Village Centre will be encouraged, ensuring it continues to serve its valued role in the neighbourhood.

Proposals to improve the public realm and traffic management around the Village Centre and railway station to enhance the community function and vitality and viability will be encouraged and supported.

Development proposals to redevelop land currently occupied by the railway station ticket office and its immediate environs for a mix of commercial, business and service uses with residential on upper floors will be supported provided the building height does not significantly change the character of the village centre surroundings and is of a design quality that will improve the appearance of the station and views into the village from the Christchurch Road railway bridge.

### Supporting Policy Text

- 7.1 The Village Centre is the main local retail and service hub, well used by local people. The extent of the Village Centre is defined on the Policy Map and corresponds with the 'Local Centre' boundary as defined in the Local Plan and Policy IE13. This policy is intended as an expression of how the community wishes to see the village centre thrive in the 'post Covid' world. It seeks to sustain and build on the success of the centre as a vibrant and vital heart of the village and as a renowned visitor destination.
- 7.2 Station Parade and Station Approach form the heart of Virginia Water's retail and service area, offering a diverse range of shops and amenities that cater to both residents and visitors. This well-established commercial hub includes essential services such as hair salons, a veterinary clinic and pet shop, a dental practice, chemist, convenience stores and estate agents, ensuring that both daily and long-term needs of the community are met. The area provides a welcoming and accessible shopping experience, with businesses that serve a variety of customer needs, from personal care to property services.
- 7.3 Dining options in Station Parade and Station Approach further enhance the appeal of the area, offering a variety of cuisines to suit different tastes. Popular restaurants include La Piazzetta for Italian cuisine, Sino for Chinese, The Spice and Viceroy for Indian dishes, and Cielito for authentic Mexican flavours. In addition to these eateries, the area includes cafés and takeaway options, providing a vibrant food scene for both casual dining and special occasions. The mix of independent and well-established businesses adds character to the neighbourhood, making it a lively and inviting destination.



Station Parade

- 7.4 Beyond shopping and dining, the area features key community amenities, including the local Library at 6 Station Parade and the Post Office at 14 Station Parade, which provide essential public services. These establishments play a crucial role in supporting the needs of residents and businesses alike. The retail parade's close proximity to Virginia Water railway station makes it easily accessible, attracting foot traffic from locals and visitors. With its mix of retail, professional services, dining, and public amenities, Station Parade and Station Approach contribute significantly to the vibrancy and functionality of the community.



Station Approach

- 7.5 Some changes of use are the subject of Permitted Development Rights, Changes to the Use Classes Order 1987 (as amended) have meant that a new Use Class E was introduced on 1st September 2020 and covers the former use classes of A1 (shops), A2 (financial and professional), A3 (restaurants and cafes) as well as parts of D1 (non-residential institutions) and D2 (assembly and leisure) and puts them all into one new use class. Planning permission is not needed for changes to differing uses within Class E, so a shop could change into a café or estate agent without the need for planning permission. In addition, there are relaxations on the need for planning permission to change commercial units into dwellings. Nevertheless, the Neighbourhood Plan seeks to keep those uses to protect the future of the Village Centre as a vibrant and busy hub of the community as far as possible.

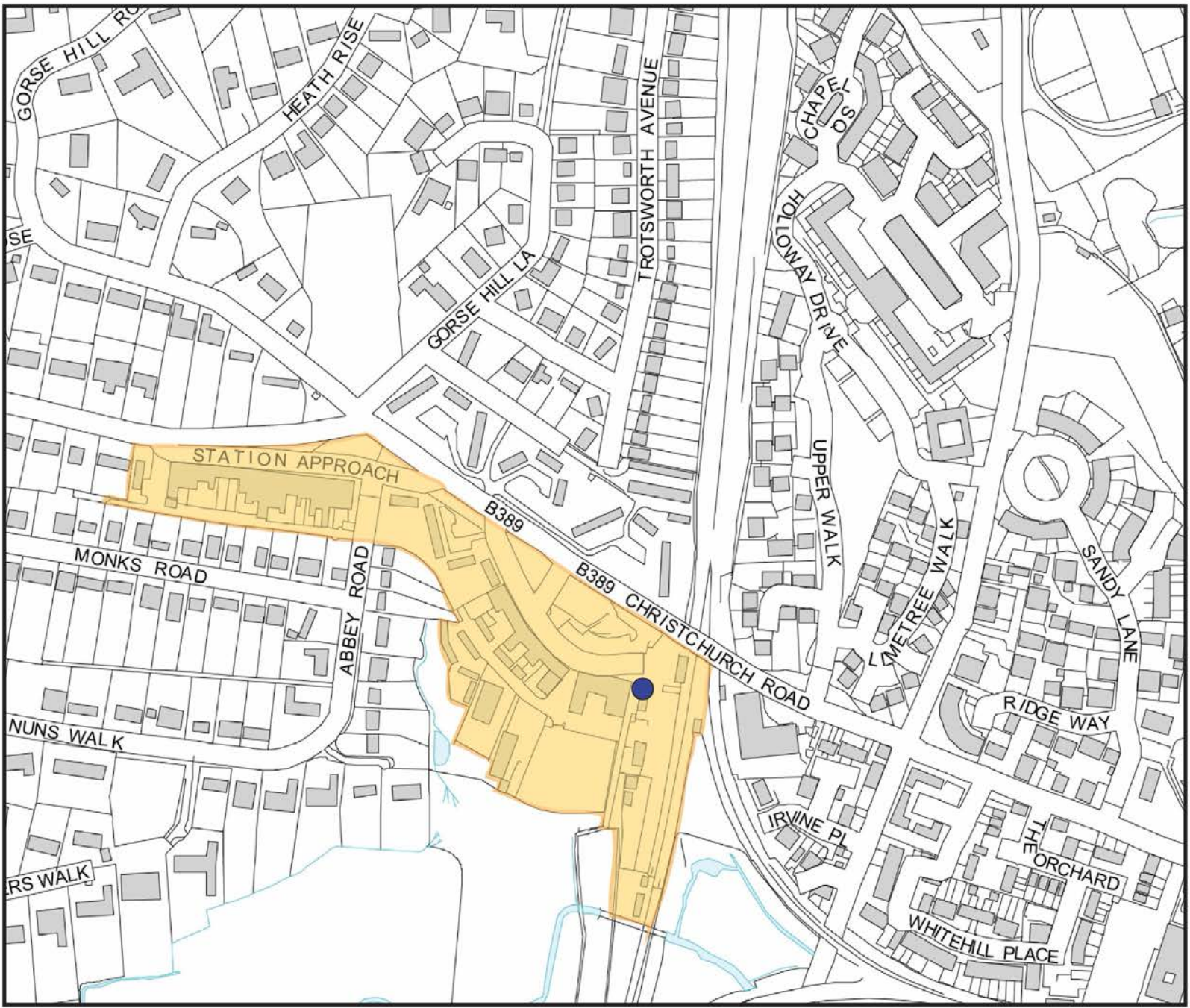
7.6 The Local Centre and Wider Connections Study has been produced and published as part of the evidence base alongside the Neighbourhood Plan. The report includes a concept design strategy for the heart of the village which supports principles set out in the Neighbourhood Plan. The study shows how a complementary range of land use, development, and traffic policies and interventions can be combined to build on its success. This includes improvements to the public realm, traffic calming and tree planting. High quality development of the ticket office area of the railway station could potentially improve the character of the area provided that new development enhances the village centre surroundings and is of appropriate mass and bulk.



Virginia Water Railway Station

**VW2 Village Centre**  
Virginia Water Neighbourhood Plan

- Shops and Transport
- Train Station



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Figure 3: WNP Village Centre Policy Map

## 8 VW3 - Trumps Green Shopping Parade

### Policy VW3 - Trumps Green Shopping Parade

To maintain the role of Trumps Green Shopping Parade as a vibrant and active community function, proposals should prioritise retaining frontages that support its functionality and appeal. These matters are considered in more detail as part of the Neighbourhood Forum's Aspirations which are set out in Section 15 of the Plan. Uses that enhance community engagement and activity within the Parade will be encouraged, ensuring it continues to serve its valued role in the neighbourhood. Proposals to improve the public realm and traffic management around the Parade to enhance its community function and vitality, and viability will be encouraged and supported.

### Supporting Policy Text

- 8.1 Trumps Green Shopping Parade serves as a key local shopping hub, providing a range of essential services and conveniences for residents and visitors. This well-established retail area includes an ironmonger, a fish and chip takeaway, a laundry service, a beauticians and barber shop, and a Londis convenience store, ensuring that both every day and practical needs are met within easy reach. The presence of these businesses adds to the neighbourhood's self-sufficiency, reducing the need for residents to travel further afield for essential goods and services.
- 8.2 A highlight of the parade is the addition of a social coffee shop, which offers a friendly and relaxed space for the community to stop for a quick coffee, or a catch-up with friends, the café enhances the local atmosphere. The Londis convenience store also houses the local Post Office service, making it a practical stop for banking, mailing, and other essential transactions.
- 8.3 Trumps Green Shopping Parade benefits from convenient parking, which makes it a popular and busy spot for both passing traffic and local shoppers. This accessibility contributes to its ongoing vibrancy, ensuring that it remains a key destination for everyday needs and community interaction.
- 8.4 As previously mentioned, some changes of use are the subject of Permitted Development Rights, changes to the Use Classes Order 1987 (as amended) have meant that a new Use Class E was introduced on 1st September 2020 and covers the former use classes of A1 (shops), A2 (financial and professional), A3 (restaurants and cafes) as well as parts of D1 (non-residential institutions) and D2 (assembly and leisure) and puts them all into one new use class. Accordingly, planning permission is not needed for changes to differing uses within Class E, so a shop could change into a café or estate agent without the need for planning permission. In addition, there are relaxations on the need for planning permission to change commercial units into dwellings.
- 8.5 This policy seeks to retain and improve the value of this local shopping parade for the local community in Trumps Green to use. The adopted Runnymede 2030 Local Plan - Policy IE14 states: 'Development proposals that enhance the community function of shops and parades located outside centres defined on the Policies Map will be supported.' Part of this is to retain 'active frontages' which means that a visual or physical engagement between the users and the ground floor of the buildings can take place.

- 8.6 Although the Parade is busy and well occupied its appearance would benefit from improvement and its parking capacity for drop-in visits by car requires rearranging. These improvements are set out as an aspiration in the relevant section of the Neighbourhood Plan.



Trumps Green Shopping Parade

## 9 VW4 - Active Travel

### Policy VW4 - Active Travel

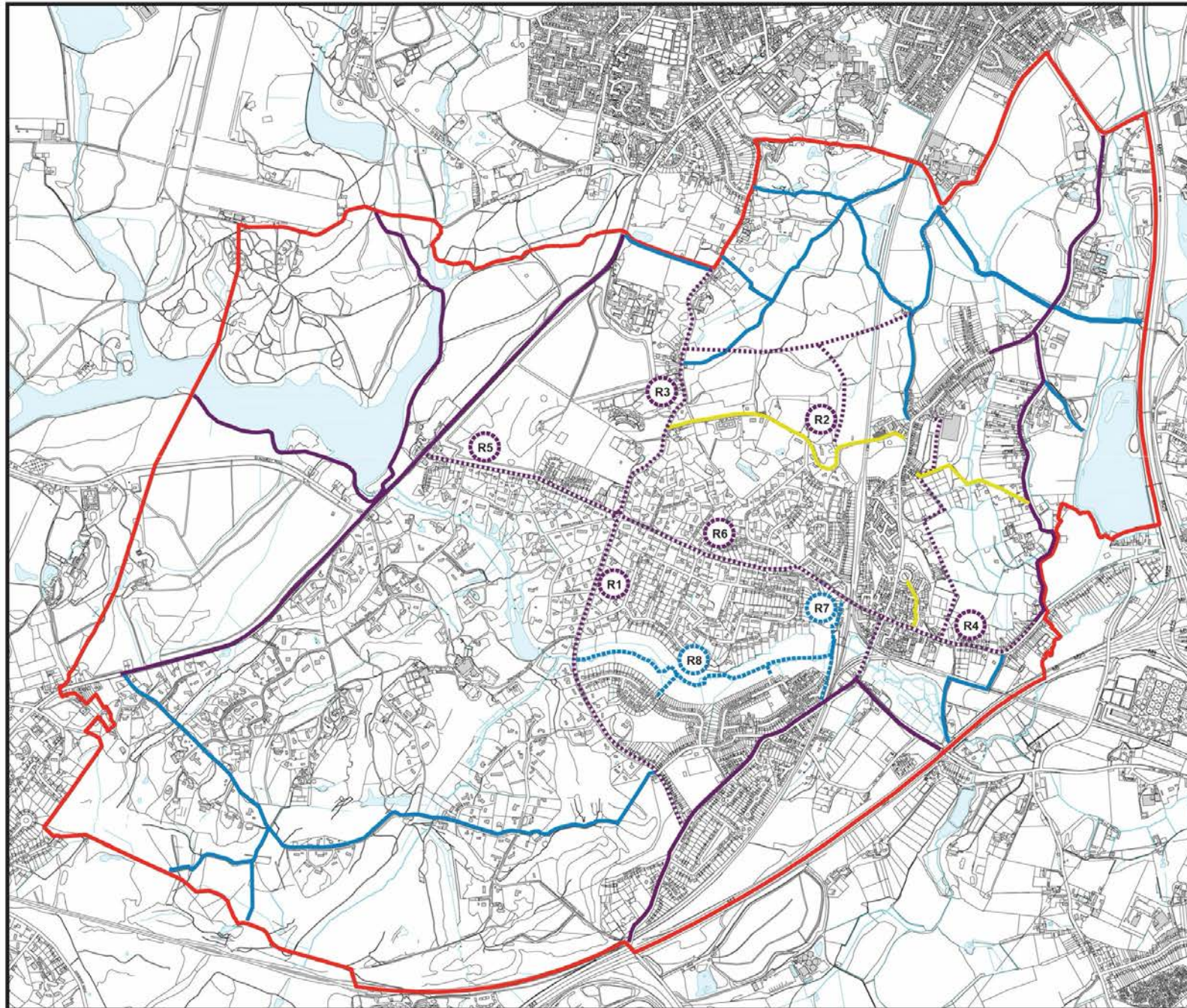
For proposed new developments within the Neighbourhood Area that will require the submission of a Transport Assessment/Statement and/or a Travel Plan to assess the impacts of the development upon the highway and transport network in the surrounding area, necessary mitigation and enhancement measures should be identified and implemented to secure improvements for pedestrians and cyclists.

New and improved footpath and cycleway links are encouraged, including those shown on the Active Travel Policy Map (Figure 4), and Transport Assessments / Statements submitted with development proposals should take account of this Policy Map when designing opportunities for new and improved provision.

### Supporting Policy Text

- 9.1 The lack of cycle paths and narrow pavements means that walking and cycling in the Neighbourhood Area is difficult. Virginia Water Railway Station is an important asset however other public transport services are limited and parking for users of the railway station has been, and continues to be, a long-standing issue. This policy seeks to improve and encourage safe, accessible, convenient and enjoyable means of walking and cycling in the Neighbourhood Area and aligns with the ambitions of Surrey County Council's Local Transport Plan (LTP4). The Neighbourhood Plan is also compliant with Healthy Streets for Surrey, which is the County's street design policy adopted in 2022 and now presented as a webtool.

- 9.2 This aim will be supported by the Local Street Improvements programme being undertaken by Surrey County Council which looks to emphasise the importance of streets and places for people and not just their importance for the movement of vehicles. The policy also translates the active travel objectives of adopted Local Plan Policy SD3 and suggest that improvements can be made to the network as shown on the Active Travel Map below to provide better opportunities for pedestrians and cyclists to use more regularly in their day to day lives.
- 9.3 The Active Travel Map below shows the location of opportunities for improvement to existing routes that have a spatial consequence, such as opportunities for new connections to enhance the active and sustainable transport environment. One of the opportunities identified is that of Stroude Valley, which connects the village of Virginia Water and local schools via Stroude Road via a narrow busy through road. The current footpath that runs alongside this road is narrow and overgrown in places. A new safer cycle/walking path would contribute to the functionality of the network in this area by linking to the railway station, schools and shops.
- 9.4 Where proposals include provision for amenity spaces, landscaping, new means of access, or new layouts, there may be an opportunity to relate the land better to the existing network and/or improve the attractiveness and connectivity of routes. There may also be other opportunities for improvement to the network which have no spatial consequence, such as a wayfinding project.
- 9.5 Proposals should therefore consider this in the design of schemes without undermining other planning policy objectives.
- 9.6 All such improvements should be designed in accordance with the policies and guidance of Surrey County Council.



**VW4 Active Travel**  
Virginia Water Neighbourhood Plan

Neighbourhood Area

**Movement**

Public Right of Way

Existing Cycle Routes

Bridal & Public Right of Ways

**Enhancement Opportunities**

Proposed Cycle Route

- R1 Wellington Avenue
- R2 Trumps Green Rd
- R3 Callow Hill
- R4 Christchurch Rd / Sandhills Lane
- R5 B389 Christchurch Rd West of Callow Hill
- R6 Christchurch Rd

Proposed Walking Routes

- R7 Station Path
- R8 Riverside Walk

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Figure 4: VWNP Active Travel Policy Map

# 10 VW5 - Highways Environment

## Policy VW5 - Highways Environment

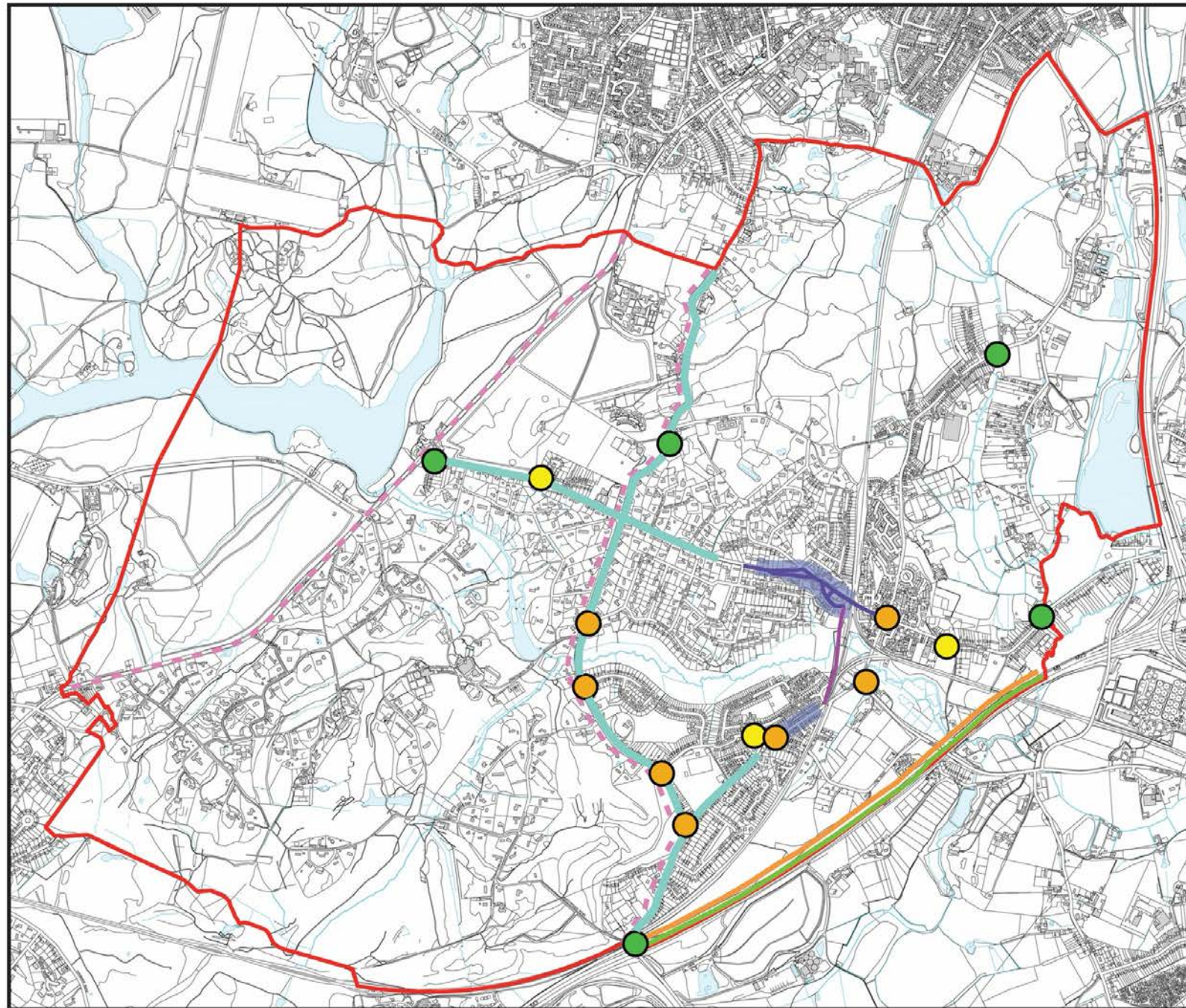
New development proposals, where relevant, should include on-site measures and / or off-site improvements to the public realm that keep traffic speeds low and do not unacceptably impact residential amenity.

Where they are proposed, new roads, junctions, pavements and traffic management measures should be designed to increase access and links for public transport users, pedestrians, cyclists, mobility scooters and horse riders.

New development which includes highways improvements to the identified locations on Figure 5 will be supported, subject to the proposals being in accord with other development plan policies.

## Supporting Policy Text

- 10.1 As further development takes place throughout the Borough, there is increasing pressure on our roads and increased traffic has reduced highway safety and residential amenity (through increased air and noise pollution). The policy supports Runnymede 2030 Local Plan Policy SD3 in encouraging development proposals which enhance the accessibility and connectivity between people and places by providing public realm improvements and traffic mitigation measures.
- 10.2 The transport study by PJA (a background document to the Neighbourhood Plan) has identified several locations where public realm improvements and traffic mitigation measures will enhance the active travel environment and improve residential amenities and highway safety. These are shown on the map at Figure 5.
- 10.3 Financial contributions from future developments are one means of improving the public realm and installing traffic management and safety measures and will be supported, particularly where some of these issues have been identified.



**VW5 Highways Environment**  
Virginia Water Neighbourhood Plan

-  Neighbourhood Area
-  Improved Pedestrian Legibility
-  Speed Limit Reduction 30mph to 20mph
-  Speed Limit Reduction 40mph to 30mph
-  Area Improvements
-  Junctions Improvements
-  Village Gateway
-  Schools Improvements
-  Route for Virginia Water North
-  Route for Longcross
-  Route for Virginia Water South

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Figure 5: VWNP Highways Environment Map

# 11 VW6 - Green & Blue Infrastructure Network

## Policy VW6 - Green & Blue Infrastructure Network

Proposals for new development in the Plan area should take account of Runnymede Borough Council's 'Green and Blue Infrastructure' Supplementary Planning Document (SPD) (November 2021).

Development proposals on land that lies within or immediately adjoining the defined Green and Blue Infrastructure Network as shown on the Policy Map (Figure 6) must demonstrate how they will maintain or enhance its green and blue infrastructure value in that location, by way of their landscaping schemes, layouts, access, and public open space provision.

Proposals will be supported where the green and blue infrastructure network will be enhanced to increase connectivity between the site, Biodiversity Opportunity Areas, corridors and across the landscape.

Proposals will be supported where they seek to improve the function of the Network, including sequestering carbon through woodland and tree planting and using planters and mini orchards in development schemes. The use of appropriate native species and/or climate resilient species will be required.

Proposals for new buildings, wherever possible, should incorporate grey and rainwater harvesting measures to manage surface water flood risk and habitat enhancement measures, including bat boxes, swift bricks and hedgehog routes.

## Supporting Policy Text

- 11.1 The Neighbourhood Plan defines a Virginia Water Green Infrastructure Network as shown on the Policies Map. The Network comprises a variety of green infrastructure assets, including informal open space, a Local Green Space, allotments, playing fields, assets of biodiversity value, and children's play areas. Green and Blue Corridors within Runnymede provide an essential linkage between open spaces and habitats, allowing the passage of fauna through the Neighbourhood Area and beyond. The green and blue infrastructure is crucial to the maintenance and protection of biodiversity and wildlife assets in the designated area. It also contributes to health and wellbeing of the community by providing opportunities for people to access open space. Improving the ecological, visual, heritage and recreational value therefore brings environmental, social and health benefits. The Cabrera Trust Riverside Walk is an excellent example of this approach.
- 11.2 The National Planning Policy Framework (2024) defines green infrastructure as "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". Paragraph 171 confirms that in preparing plans the aim should be to maintain and enhance networks of habitats and green infrastructure. RBC adopted a Green and Blue Infrastructure Supplementary Planning Document (SPD) in November 2021. The SPD provides guidance on how GBI can be implemented into householder, minor and major development sites. Proposals for new development in the Plan area should follow this SPD at planning by:
  - Auditing the existing assets
  - Considering the GBI opportunities
  - Incorporating GBI into the development proposals

- 11.3 Accordingly, where required, proposals for new development in the Plan area will need to consider and incorporate green and blue infrastructure provision as part of the development proposals, in line with the guidance contained in the Borough Council's 'Green and Blue Infrastructure' SPD.
- 11.4 The Network has been defined using a range of publicly accessible data supplemented by the local knowledge of the Forum (see Fig 24). The network defines opportunities to enhance the network and the policy requires all development proposals that would affect wildlife and habitats that lie within, or adjoin the network, to consider how they may improve it or contribute to its effectiveness, or at the very least not undermine its integrity. In doing so, the policy gives effect to Policy EE9 Biodiversity, Geodiversity and Nature Conservation, Policy EE11 Green Infrastructure, and Policy EE12 Blue Infrastructure in the adopted Runnymede 2030 Local Plan.
- 11.5 For example, the Network includes land at Whitehall Farm in Stroude Valley, which is known to have exceptional biodiversity. Residents regularly report seeing Red Kites, Barn Owls, Buzzards, Kestrels, Sparrowhawks, Woodpeckers, Nuthatch, Goldcrest, Wrens, Mistle Thrush, Song Thrush, Swift, Geese, Stag Beetles, Hawk Moths, Grass Snakes, Frogs, Toads, Newts, Badgers, Foxes, Hedgehogs and Deer.
- 11.6 The demolition of Whitehall Farm building resulted in the loss of nesting habitat for up to 6 species of Bats including the rare Nathusius Pipistrelle and Barn Owls. In addition, the site is surrounded by ancient hedgerows and trees and enjoys access through several historical footpaths and rights of way, some of which need to be reinstated due to lack of maintenance.
- 11.7 Whilst not the subject of a policy in this Neighbourhood Plan, the Forum acknowledges the requirement for Biodiversity Net Gain (BNG) which is a legal requirement for a 10% uplift in biodiversity value in new development as required by the Environment Act 2021. It is also aware of the emerging Local Nature Recovery Strategy (LNRS) for Surrey and are willing to work with Surrey County Council (or a future Unitary Authority) in due course.

## VW6 Green & Blue Infrastructure Virginia Water Neighbourhood Plan


### Statutory Designations

-  Windsor Great Park (Public Park)
-  Windsor Forest & Great Park Special Area of Conservation
-  Windsor Forest & Great Park Site of Special Scientific Interest
-  Riverside Walk, Virginia Water Local Nature Reserve
-  Sites of Nature Conservation
  - 1. Windsor Great Park (Combined)
  - 2. The Dell - Ancient Woodlan
  - 3. Wentworth Golf Courses -
    - i. Duke's Copse and Wentworth Pond
    - ii. Fish Ponds Wood
    - iii. Knowle Hill
    - iv. Knowle Grove
    - v. West Wood
    - vi. Valley Wood (inc. Great Wood)
  - 4. Riverside Walk, The Bourne
  - 5. Trumps Mill
-  Whitehall Farm

### Urban Green Spaces

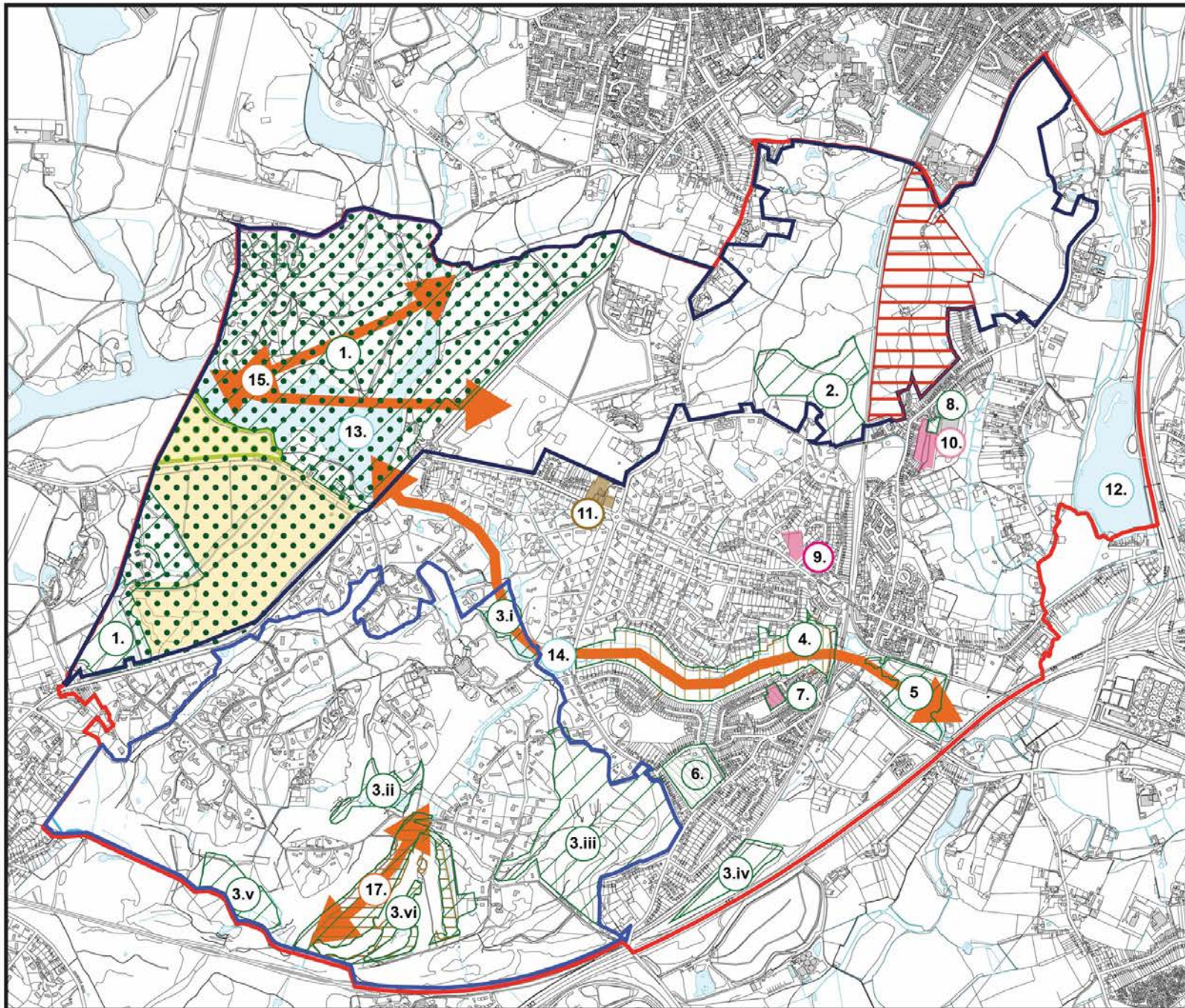
-  Playing Fields & Playspaces
  - 6. King George V Playing Field
  - 7. Cabrera Avenue Playing Field Play Area
  - 8. Edgell Close Play Area
-  Amenity Greenspaces
  - 7. Cabrera Avenue Playing Fields
  - 9. Coronation Playing Field
  - 10. Stroud Road Allotment
-  11. Christchurch Cemetery

-  Rivers & Waterbodies (Wey & Tributaries Catchment)
  - 12. Longside Lake
  - 13. Virginia Water Lake
  - 14. The Bourne

-  Green Corridors
  - 15. Windsor Great Park green corridor
  - 16. The Bourne green corridor
  - 17. Valley Wood/Chobham Common green corridor

### Enhancement Opportunities

-  Thames Valley - Windsor Great Park Opportunity Area (BOA)
-  Thames Basin Heaths / Chobham Common North & Wentworth Heaths (BOA)



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Figure 6: VWNP Green & Blue Infrastructure Policy Map

## 12 VW7 - Sustainable Building Design

### Policy VW7 - Sustainable Building Design

The design and standard of any new building should aim to achieve a high level of sustainable design and construction. All new buildings (and redevelopments and extensions to buildings where relevant) should seek to:

Achieve high standards of energy performance and carbon reduction through:

- Incorporating high levels of insulation and / or other measures such as the Passivhaus standard to reduce heat loss and increase energy efficiency;
- Incorporating low-carbon heating systems and smart energy-management systems to optimise operational performance; and
- Integrating on-site renewable energy generation where appropriate.

Address in a design statement the embodied carbon of materials and lifecycle emissions, including maintenance, repair, and eventual deconstruction. Where possible, materials should be sourced locally.

Alterations to existing buildings should be designed with energy reduction in mind and comply with sustainable design and construction standards.

For proposals involving any heritage asset, improvements in energy efficiency of that asset should be consistent with the conservation of the asset's significance (including its setting) and be in accordance with national and local policies for conserving and enhancing the historic environment.

Where required, new development must incorporate sustainable drainage systems (SuDS) to manage surface water, drainage effectively and reduce flood risk, in line with the guidance from Surrey County Council as Lead Local Flood Authority.

### Supporting Policy Text

12.1 This policy sets out a series of requirements to ensure that wherever possible, new development within the Plan area contributes positively to sustainable building design and environmental resilience. The aim is to reduce carbon emissions, improve energy efficiency, and integrate measures that support long – term climate change objectives, while respecting the character and heritage of the area. This policy is intended to encourage the type of step change required in the NPPF in making 'ragical reductions' in carbon emissions and requires developers to ensure they address the Government's climate change targets and energy performance at the very initial stages of building design. The Runnymede Borough Council toolkit was adopted in March 2024, and can be found here: <https://www.runnymede.gov.uk/council-policy-1/net-zero-carbon-toolkit> It has been adopted as guidance for developers on how to achieve net zero carbon operational standards beyond those of the adopted Runnymede 2030 Local Plan.

12.2 Sustainable building by design means:

- Making decisions on layout and orientation of buildings at the outset to maximise the passive design benefits of a site
- Incorporating a fabric-first approach that priorities high levels of insulation, airtightness and thermal bridging minimisation, ensuring significant reduction in heat loss

- Utilising high-efficiency building services, including low-carbon heating systems such as air-source or ground-source heat pumps, mechanical ventilation with heat recovery (MVHR), and smart energy-management systems to optimise operational performance
  - Integrating on-site renewable energy generation such as solar photovoltaic panels, solar thermal systems, or other appropriate technologies that demonstrably reduce carbon emissions
- 12.3 An Energy Statement should be submitted with major development proposals. The statement should include a passive design capacity assessment to demonstrate how opportunities to reduce the energy use intensity (EUI) of buildings over the plan period have been maximised in accordance with the energy hierarchy.
- 12.4 The monitoring of energy performance is critical to ensure that planned efficiency is implemented. Constructed buildings may not meet the energy performance standard proposed by the builder, which only becomes obvious once the building is occupied. Ideally, the developer of a consented housing development scheme of any size should ensure that provision is made after the first year of occupation to carry out a Post-Occupancy Evaluation (POE), including actual metered energy use, and to submit a report to the Local Planning Authority. Further guidance on the purpose and operation of this is contained in the Post-Occupancy Evaluation Guidance, published in the evidence base alongside this Plan.
- 12.5 Sections 8.1-8.2 of the Future Homes Standard consultation document puts forward options to assess the energy performance of homes (preferably using a Smart Meter Enabled Thermal Efficiency Rating, anticipating that most new homes will be fitted with smart meters). The use of such methods is recommended until they are introduced as part of the Future Homes Standard in 2026, at which point they will be monitored through the Building Control regime. This element of the policy provides consistency with future national plans for monitoring post-occupancy energy performance.
- 12.6 The ‘Passivhaus Planning Package’ (PHPP) or equivalent design methodology is recommended where it is feasible to do so. It is accepted that there may be some factors that would make its use unfeasible, for example, the topography and orientation of a site. However, using such a design methodology will also ensure that expensive and unnecessary retrofit costs are not passed down to building occupiers in the future. Until such standards can be required by planning policy or Building Regulations, it is hoped that this approach is more generally used.
- 12.7 The policy recognises that occasionally a feasible design solution cannot adhere to all the parameters of the Design Code of its local area, especially given its special historical and architectural interest. It therefore strikes the balance in favour of that solution unless the proposal will cause substantial harm to a Conservation Area or to the setting of a listed building. Planning applications for energy efficiency / net zero measures will need to comply with Policies EE3-EE8 of the adopted Runnymede 2030 Local Plan, which generally seek to conserve and enhance existing heritage assets within the Borough. Even less-than-substantial harm to a Conservation Area or listed building setting will be given considerable weight in decision-making. For any heritage asset, improvements in energy efficiency of that asset should be consistent with the conservation of the asset’s significance (including its setting) and be in accordance with national and local policies for conserving and enhancing the historic environment. Historic England’s guidance useful for applicants link: [Energy Efficiency and Retrofit in Historic Buildings | Historic England](#). This provides further guidance on avoiding harm to the historic environment and implementing energy efficiency measures to address the climate emergency. Applicants will be expected to address this matter in the Design and Access Statement.

- 12.8 Runnymede 2030 Local Plan Policy SD8 requires major development proposals to apply the energy hierarchy, as evidenced in an Energy Statement. This means that new development must achieve Part L Building Regulations energy performance standards, but proposals should focus on using less energy in the first instance (and therefore focus on achieving high fabric efficiency standards in Part L before considering the use of on-site renewable energy at stage 3 of the hierarchy). Once energy efficiency is optimised, the policy goes on to state that larger development proposals should then meet a proportion of the development's energy needs from renewables and / or low carbon technologies. The Runnymede 2030 Local Plan policies do not reference embodied carbon, so the Policy seeks to address this issue. UKGBC's One Click LCA Planetary Tool, can be used as a free tool to assess the impact of key construction materials.
- 12.9 Smaller development proposals should include consideration of sustainable building and energy efficiency as part of the Design and Access Statement or Planning Statement accompanying planning applications.
- 12.10 Development proposals which could affect drainage on or around the site should incorporate sustainable urban drainage systems (SuDS) which control flow rates and reduce the volume of run-off water. These can also provide multi-functional benefits such as increasing biodiversity and, in some cases, providing benefits for amenity and improving water quality. Surrey County Council are the relevant Lead Local Flood Authority for the Plan area.
- 12.11 Every new build or redevelopment project in the Plan area provides an opportunity to make a difference and a contribution towards meeting climate change targets for 2050. This policy seeks to promote sustainable building design for future developments within the Plan area in order to make a significant contribution towards meeting those targets.

# 13 VW8 - Community Infrastructure

## Policy VW8 - Community Facilities

The following facilities and their curtilages are identified as important to the community as shown on the Policy Map (Figure 7):

### Charity-led facilities

1. Community Centre and Pre-School
2. Trotsworth Hall – 1<sup>st</sup> Virginia Water Scout Group
3. Royal British Legion
4. Virginia Water Football Club
5. Knowle Hill Tennis Club
6. Coronation Fields

### Public Houses

7. Rose and Crown Public House
8. Rose and Olive Branch Public House
9. The Wheatsheaf Hotel and Pub

### Religious facilities

10. Christ Church
11. Harvestime Church

### Local Authority Schools

12. St Ann's Heath Primary School
13. Manor Mead Primary School
14. Trumps Green Infant School

### Outdoor facilities (owned / maintained by Runnymede Borough Council)

15. Virginia Water Memorial Gardens
16. King George V Playing Fields
17. Cabrera Trust Riverside Walk
18. Edgell Close Play Area, Stroude
19. Cabrera Avenue Playground
20. Stroude Road Allotments

### Other facilities

21. Packers Doctors Surgery
22. Library

The loss of public houses will be resisted, unless it can be demonstrated that reasonable efforts have been made to secure their continued use for these purposes. If it can be clearly demonstrated that the continued use is no longer viable, and evidence is provided that the property has been actively marketed, commensurate with its use at an open market value for a period of at least 12 months, other uses may be supported.

In the case of a proposed change of use, the proposed use will be beneficial to the community, including recreational or leisure use. The provision of new community facilities will be encouraged.


## Supporting Policy Text

- 13.1 Virginia Water benefits from a range of facilities that play an important role in supporting the wellbeing and cohesion of the local community. This policy identifies important community facilities across Virginia Water to protect them from harmful development including a change of use. All the facilities serve a primary social purpose, albeit with a commercial basis in some cases, and they continue to serve as a vital social function. Their loss will likely lead to a dependence of the local community on services outside the Neighbourhood Area requiring increased traffic movement.
- Services and amenities for education and healthcare include schools (infant & primary), a library, care homes and a doctor's surgery.
  - The community centres include the Virginia Water Community Centre and Trotsworth Hall (1<sup>st</sup> Virginia Water Scout Group).
  - There are places of worship and commemoration including Christ Church, Harvestime Church and the Virginia Water Memorial Gardens.
  - Sports facilities include the Virginia Water Football Club including a club house and Knowle Hill Tennis Club.
  - Wentworth Golf Club, Longside Lake and Core Judo facilities are privately owned but not community facilities, they are commercial enterprises with access limited to customers for paid leisure activities.
  - Engagement within the community and during our open sessions, confirmed that people place a high value on the open spaces in and around the village that contribute both to recreation and to the character of the area. These include King George V Playing Fields, Cabrera Trust Riverside Walk, Coronation Fields, Edgell Close Play Area – Stroude, Cabrera Avenue Playground and Stroude Road Allotments.
  - There are three public houses in the area, these are the Rose and Crown, the Rose and Olive Branch and the Wheatsheaf. There is no planning policy in the Local Plan to retain public houses, although they are an important part of community life.
- 13.2 It is accepted that not every facility that operates as a commercial concern or as a local public service may remain viable in the long term. Accordingly, change of use, conversion or demolition of any of the facilities listed to a use which is not for the community will be resisted unless a replacement would prove more suitable for the needs of the community. The applicant will need to put forward evidence that the existing use is no longer commercially viable and prove that a genuine attempt has been made to market the enterprise as a going concern for at least six months. This reflects the fact that once the premises and land have been lost to this use, then it is very unlikely such facilities will be re-provided elsewhere in the village.
- 13.3 A description and photograph of each community facility is published in the evidence base document alongside the Plan. Community Infrastructure - Virginia Water Neighbourhood Plan

## VW8 Community Infrastructure

Virginia Water Neighbourhood Plan

 Neighbourhood Area

 Community Infrastructure

### Charity-led Facilities

1. Community Centre and Pre-School
2. Trotsworth Hall -1st VW Scout Group
3. Royal British Legion
4. Virginia Water Football Club
5. Knowle Hill Tennis Club
6. Coronation Fields

### Public Houses

7. Rose and Crown Public House
8. Rose and Olive Branch Public House
9. The Wheatsheaf Hotel and Pub

### Religious Facilities

10. Christ Church
11. Harvestime Church

### Local Authority Schools

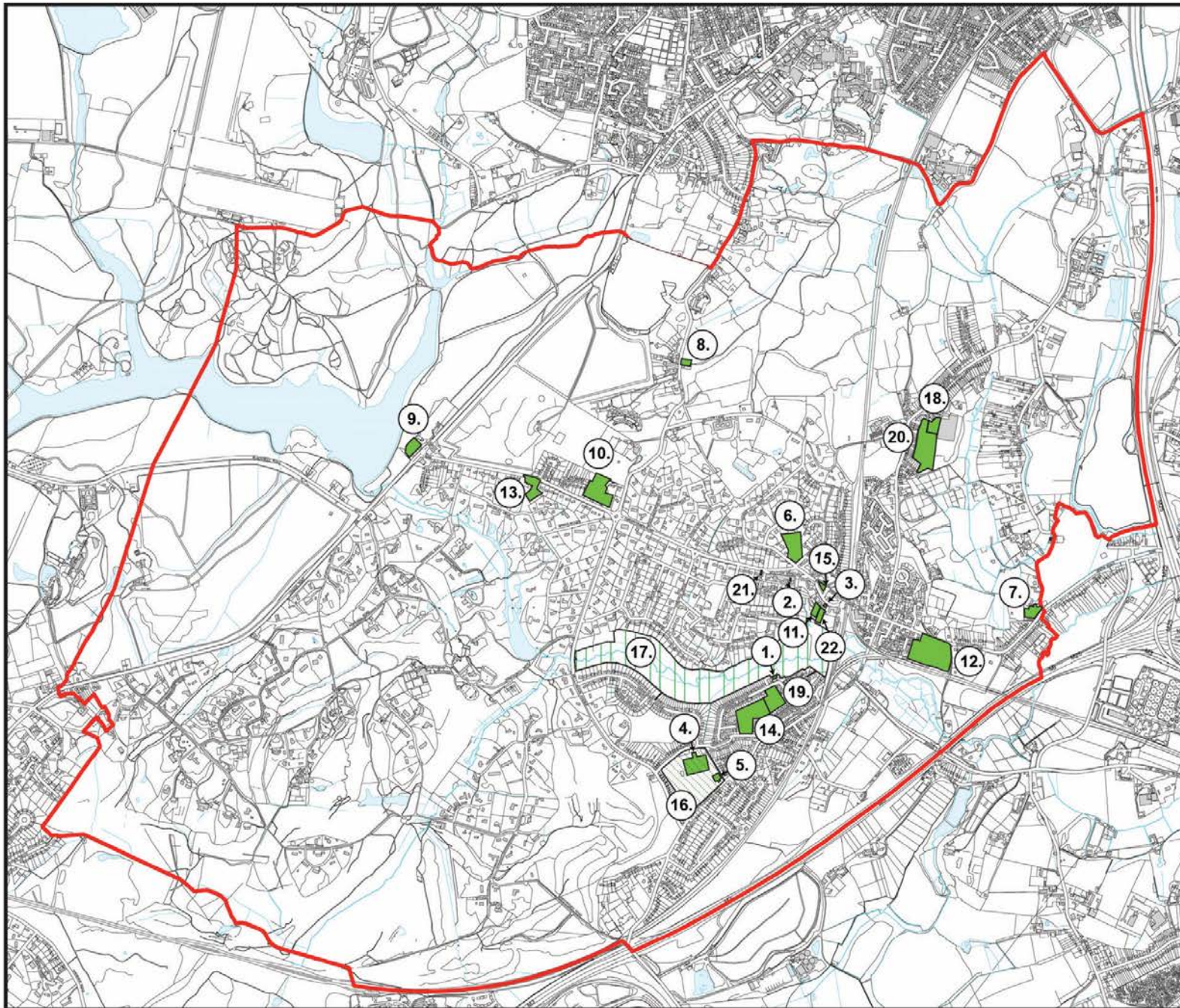
12. St Ann's Heath Primary School
13. Manor Mead Primary School
14. Trumps Green Infant School

### Outdoor Facilities

- (owned/maintained by RBC)
15. Virginia Water Memorial Gardens
  16. King George V Playing Fields
  17. Cabrera Trust Riverside Walk
  18. Edgell Close Play Area, Stroude
  19. Cabrera Avenue Playground
  20. Stroude Road Allotments

### Other Facilities

21. Packers Doctors Surgery
22. Library



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Figure 7: VVNP Community Infrastructure Policy Map

## 14 Aspirations

- 14.1 This section suggests projects including for community infrastructure which might be supported by financial contributions from future approved development schemes. It also deals with several issues which - although relevant - are outside the scope of a Neighbourhood Plan.

### Hurst Lane and Stroude Valley Masterplan

#### Aspiration VWA1 - Hurst Lane and Stroude Valley Master Plan

The Neighbourhood Forum will work in partnership with landowners, developers, stakeholders and The Local Planning Authority to produce a Stroude Valley Masterplan to help guide appropriate development in this area.

- 14.2 This aspiration seeks to encourage a solution to a longstanding development management problem in part of the Stroude Valley Character Area as defined in the Virginia Water Design Code. The area to which this aspiration applies lies either side of Hurst Lane from its junction with Stroude Road in the north to its junction with Green Road on the southern boundary of the Neighbourhood Plan area.
- 14.3 The openness of the land to its north is an essential feature of the Green Belt and lies within the area designated by Policy VW2 as the Virginia Water – Egham Local Gap.
- 14.4 The area has been subject to piecemeal development, both permitted and unlawful, over many years, which has been difficult for the Council to enforce and in places, has significantly harmed the openness of the Green Belt and has detracted from the character of Stroude Valley. The aspiration is intended to encourage interested parties to invest in bringing forward a Masterplan for this area comprising land uses and development principles that will not undermine its essential openness as part of the wider Green Belt.
- 14.5 It will be for the Masterplan to define the development parameters and to propose the required improvements to local highways and other infrastructure delivery principles, including the use of CIL. It must be prepared to accompany either a planning application or a Neighbourhood Development Order (should the Forum decide to proceed with a Neighbourhood Development Order).

### Heavy Goods Vehicles

#### Aspiration VWA2 - Heavy Goods Vehicles

The Neighbourhood Forum will work with the Highways Authority and the Local Planning Authority to reduce the number of heavy goods vehicles on roads in the village including the restriction of vehicles of over 3.5T.

- 14.6 This aspiration tackles the effects of heavy goods vehicles (HGV) on residential roads specifically. Three strategic allocations set out under Runnymede 2030 Local Plan policies SD9, SL9 and SL10, will lead to an increase in construction traffic through the village as the allocations move into their development phase. This will have an impact on the local environment, particularly as there already is a substantial amount of construction lorries taking a route through the village.

- 14.7 Runnymede 2030 Local Plan Policy EE2 enables planning conditions to require the submission and implementation of a Construction Environmental and Traffic Management Plan to protect the local environment from impacts such as dust, fumes, noise, construction traffic, hazardous materials etc. These are not easy for the highways or planning authorities to enforce but must be if this planning condition is to be used. The Forum will lobby for the use of such conditions by the Local Planning Authority on a case-by-case basis.
- 14.8 As such, this aspiration intends to encourage the Local Planning Authority to introduce a modified Construction Environmental and Traffic Management Plan planning condition for proposals which will lead to prevent vehicles of over 3.5T driving through the village. The Construction Environmental and Traffic Management Plan require that vehicles over 3.5T follow set routings, derived from the Virginia Water Transport Strategy report (published as part of the evidence base alongside the Neighbourhood Plan), with road signage to be provided by the developer.

### **Traffic Management**

- 14.9 The Forum proposes the following projects for an investment of future Community Infrastructure Levy funding or S.106 funding allocated by the Local Planning Authority and to the Neighbourhood Forum. Other projects may arise and take priority over those listed below.

#### **Pedestrian crossing points and traffic interventions, principal examples:**

- From Abbots Drive over Wellington Avenue to access Wentworth Drive
- Christchurch Road at Manor Mead School
- Christchurch Road at both retail parades
- Trumps Green at the retail parade
- Pathway from Crown Road over Wellington Avenue
- Mini roundabout on Wellington Avenue at the junction of Harpesford Avenue

#### **Station Approach and Station Parade**

- Provision of three new pedestrian crossings over Christchurch Road
- Station Approach made one-way
- Partial road closure to Station Parade and pedestrianisation of the area around the existing war memorial
- Cycleway from Trumps Green to Station
- Create a ramp pathway from Trumps Green replacing the steps for easier disabled and cycle access to the Station and Station Parade
- Improve lighting
- The Neighbourhood Plan and the Virginia Water Traffic Mitigation Strategy (attached as an annex) outline several enhancements for sustainable travel, including improvements to walking and cycling infrastructure, amenities, and health and safety measures.

## Gateways

14.10 Create “gateways” to the village, as indicated in the Traffic Management Plan, to make incoming traffic aware that it is entering the village and to calm speeds. It is also hoped that this will reduce traffic using the village as a rat run due to blockages on surrounding motorways or the A30 or directions from satellite navigation systems (Figure 10).

## Trumps Green Shopping Area

14.11 The Forum wishes to see improvements to the public realm and parking to enhance the functionality and attractiveness of this important shopping area. These include:

- Making provision for necessary traffic calming on Trumps Green Road, incorporating a safe pedestrian route, by creating new pedestrian crossings and raised road level restricting traffic speed to 20 mph creating the necessary traffic calming on Trumps Green Road, and providing a safer pedestrian route.
- Providing 12 angled car parking spaces and introducing designated disabled parking.
- Ensuring the rear parking area of the Parade is not obstructed.
- Making provision for greener improvements to the front of the Parade; creating landscaped areas with integrated seating.
- Improving the overgrown walkways, giving better and safer pathways between the shops and the school.



1. Overgrown route through trees upgraded to provide pathways between shops and school
2. New pedestrian crossings
3. Raised road level restricting traffic speed to 20mph
4. 12 car parking spaces
5. Landscaped areas with integrated seating
6. Disabled parking space

## Trumps Green Shopping Parade

Figure 8: Trumps Green Shopping Parade Improvement Plan

## **Open Space Improvements**

### **Improvements to the Edgell Close Play Area**

- 14.12 Improve the play space including replacement equipment, more adventurous equipment for older children and enlargement. Potentially this could be done as part of the Stroude Valley Master Plan (see above).

### **Improvements to the Cabrera Avenue Play Fields/Play Area**

- 14.13 The Cabrera Trust could consider the use of CIL funding for infrastructure improvements at the Play area.

## **15 Implementation**

- 15.1 This section explains how the Neighbourhood Plan will be implemented and future development guided and managed.

### **Development Management**

- 15.2 Most of the policies contained in the Plan will be delivered by landowners and developers. In preparing the Plan, care has been taken to ensure, as far as possible, that the policies are achievable.
- 15.3 Whilst the Local Planning Authority will be responsible for the development management i.e. determining planning applications, the Forum will use the Plan to frame its representations on submitted planning applications. It will also work with the Council to monitor the progress of sites coming forward for development.

### **Funding and Implementation Mechanisms**

- 15.4 Financial contributions will be sought from developers through Section 106 agreements and the Community Infrastructure Levy (CIL) which provides a legal framework to raise funds to provide the infrastructure needed to mitigate the impacts of new developments.
- 15.5 The Neighbourhood Planning Regulations (2012) of the Localism Act (2011) enable areas with an adopted Neighbourhood Plan in place to receive at least 25% of the CIL collected in their area to direct to their own local infrastructure priorities. These contributions will be targeted on the priority need to deliver new community infrastructure.
- 15.6 In addition, the Forum will seek to influence annual and other budget decisions by the Council on housing, open space and recreation, economic development, community facilities and the Highways Authority regarding transport.

### **Monitoring and Review**

- 15.7 It is important to check that progress is made towards meeting the objectives and policies of the Plan. The Forum will report on the implementation of the Plan every five years and consider:
- if progress is being made to achieve the vision and the objectives of the Plan

- if progress is being made towards the implementation of the policies in the Plan
- if financial contributions available to the community arising from development is being targeted towards the identified plans and projects
- if the Plan remains based on the most up to date information
- if the Plan is being taken into account by the Local Planning Authority when determining planning applications

15.8 However, it may prove necessary to formally review the Plan prior to 2035, for example following a future review of the Local Plan or changes in national policy. The Forum will conclude whether a review is required. If so, it will commence the review at an appropriate time and secure opinions of residents and stakeholders to update the Plan.

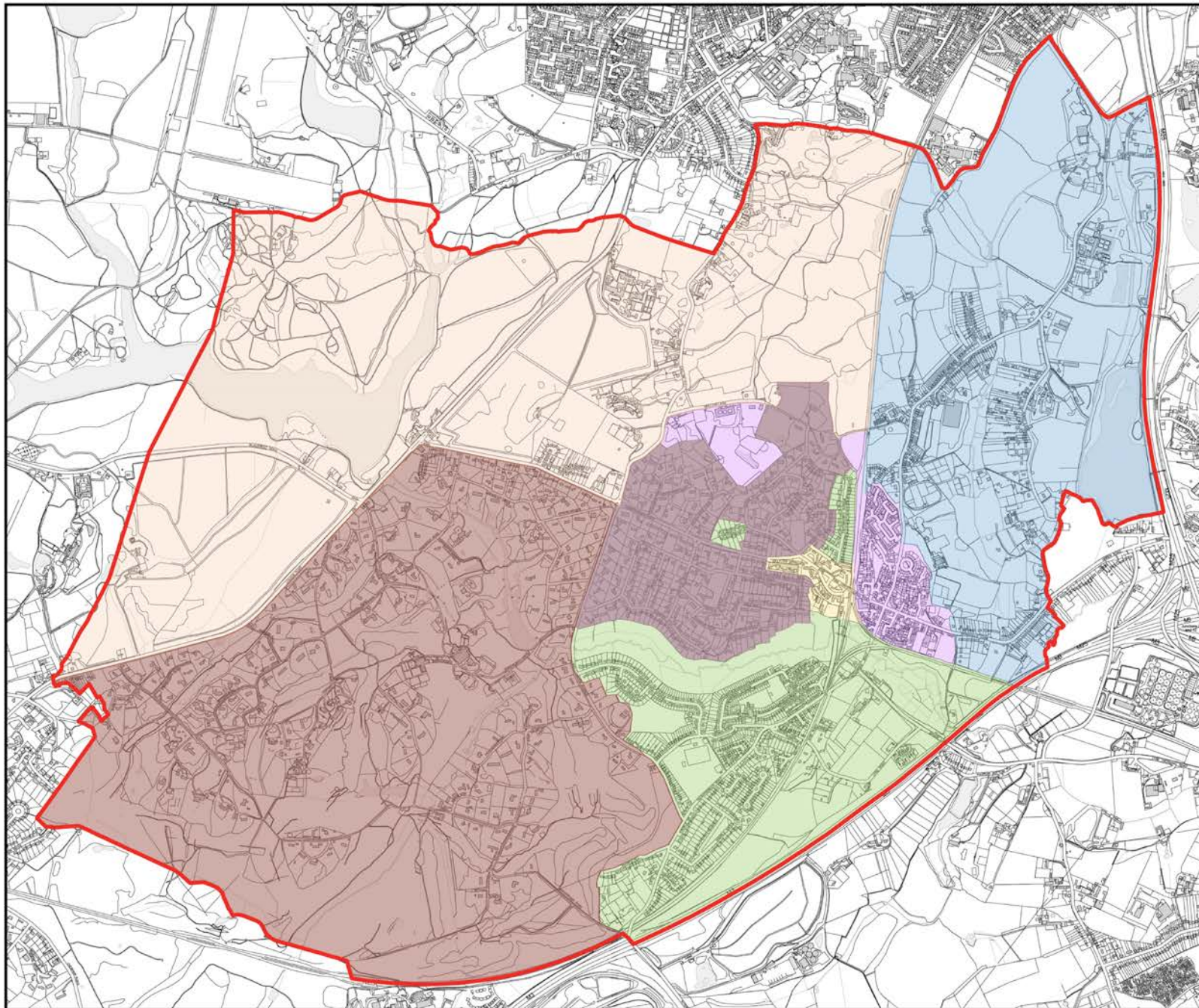
# APPENDIX 1 - Virginia Water Design Code

The Design Codes contained within the Virginia Water Neighbourhood Plan do not alter or diminish the primacy of the Wentworth Estate Roads Committee (WERC) guidelines, which continue to govern development within the Estate under its statutory obligations. The WERC's planning requirements, covenants, and design guidelines - as referenced throughout this document - remain the primary authority for assessing and determining the acceptability of development on the Estate's private land.

For all proposals within the Estate's statutory control, the WERC guidelines take precedence in matters of design, layout, and development control. While the Neighbourhood Plan Design Codes provide additional context and guidance, particularly in relation to Runnymede Borough Council's wider planning policies, it does not override the established WERC processes.

## 1 Introduction

- 1.1 The Virginia Water Design Code ("the Code") is part of the Virginia Water Neighbourhood Plan. It will be used by the Virginia Water Neighbourhood Forum to guide new development in the area, both by providing information to potential developers and used when commenting on planning applications.
- 1.2 It serves as a more detailed supplement to the Runnymede Design Supplementary Planning Document ("the Design SPD"), which applies to the entire Runnymede Borough and was adopted in July 2021. Additionally, it will work alongside the Runnymede Green and Blue Infrastructure Supplementary Planning Document ("the GBI SPD"), recognising the importance of GBI in enhancing local character and fostering a sense of place.
- 1.3 The Code draws on the 2009 Virginia Water Urban Area Character Appraisal, encompassing the entire Neighbourhood Area, as well as the latest version of the Wentworth Estate Planning Guide, applicable to areas within the Estate's statutory boundaries.
- 1.4 The Code has been developed following the National Model Design Code and its Guidance Notes, issued by the Ministry of Housing, Communities & Local Government in July 2021, with adaptations to suit the area's unique context and policies. It aims to interpret and provide specific guidance on key policies from the 2030 Runnymede Borough Local Plan, aiding in the review of planning applications for land use and development within designated parts of the Neighbourhood Area. It also encourages approaches that align with policies such as SL1 (Health and Wellbeing) and EE11/12 (Green and Blue Infrastructure).
- 1.5 While the Code focuses solely on design considerations, it acknowledges their close relationship with land and building use, which is governed by separate Local Plan policies, such as EE15 (Reuse of Buildings in the Green Belt).
- 1.6 Throughout the Neighbourhood Plan period, the Code's usability and effectiveness will be monitored, with updates made as necessary to reflect changes to the Runnymede Local Plan, the Borough Council's Design SPD, and/or national design guidance. This will be done as part of any Neighbourhood Plan Review.



**VW1 High Quality Design**  
Virginia Water Neighbourhood Plan

- Neighbourhood Area
  
- Character Area A**  
Wentworth Estate West - Greenbelt
  
- Character Area B**  
Wentworth Estate East - Non-greenbelt
  
- Character Area C**  
Virginia Park & St Ann's Park - Virginia Water East
  
- Character Area D**  
Trumps Green (incl. Trotsworth Avenue & Morella Close)
  
- Character Area E**  
Callow Hill & The Crown Estate
  
- Character Area F**  
Village Centre
  
- Character Area G**  
Stroude Valley

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Figure 9: VVNP Design Code Map

## 2 Virginia Water Description

- 2.1 Virginia Water is in the northwest part of Runnymede Borough within Surrey, bordering Berkshire. Positioned near Windsor Great Park and the scenic Chobham Common, it includes Trumps Green and the hamlet of Stroude to the north, with Thorpe Green to the east. The area also features prominent residential estates such as The Wentworth Estate, St. Anne's Park, and Virginia Park.
- 2.2 The B389 runs through Virginia Water, often used by commuters to bypass traffic on the A30, M25, and M3. The River Bourne flows through the southern part of the village, linking Virginia Water Lake within Windsor's Queen's Estate, through Cabrera Conservation Area, to the River Thames at Chertsey Meads.
- 2.3 This area is rich in history, dating back well before Roman times. Archaeological evidence suggests that settlement in the Runnymede area began over 12,000 years ago at the end of the Stone Age, with Bronze Age and Roman ditches found at St Ann's Heath, the former site of the Holloway Sanatorium. The arrival of a railway station in 1856 spurred Virginia Water's growth, leading to the construction of stately homes and estates.
- 2.4 Surrounded by farmland to the south and east, Virginia Water benefits from accessible private parkland managed by the Crown Estate to the north and west, maintaining its predominantly semi-rural appeal. Virginia Water offers local shopping parades, while larger shopping, employment, and leisure options are available in nearby Egham and Sunningdale. The Neighbourhood Plan aims to preserve and enhance the historical and natural assets and essential local facilities that are vital to the daily lives of residents.

### Virginia Water Design Code

- 2.5 The Design Code document establishes clear expectations for how different areas within Virginia Water are anticipated to change, taking into account land use, function, movement, and built environment. This approach allows for balanced development that respects the unique character of each area, while accommodating change where appropriate. Recognizing a spectrum of change—from preservation to redevelopment—the strategy assigns specific guidance based on each area's character and development potential.
- 2.6 The Virginia Water Neighbourhood Plan divides the area into six distinct neighbourhoods or character areas as illustrated on the map. Each of the character areas has an accompanying set of guidelines known as Design Codes beginning with an overall Design Objective which is stated at the beginning of the section. A number of Design Codes (e.g. A1, A2 etc) are set out each linking to the relevant part of the Runnymede Borough Councils Design SPD.
- 2.7 There are a number of important 'gateways' to Virginia Water, located on the following map. These gateways are important to the character of the area and are referenced in the relevant codes.

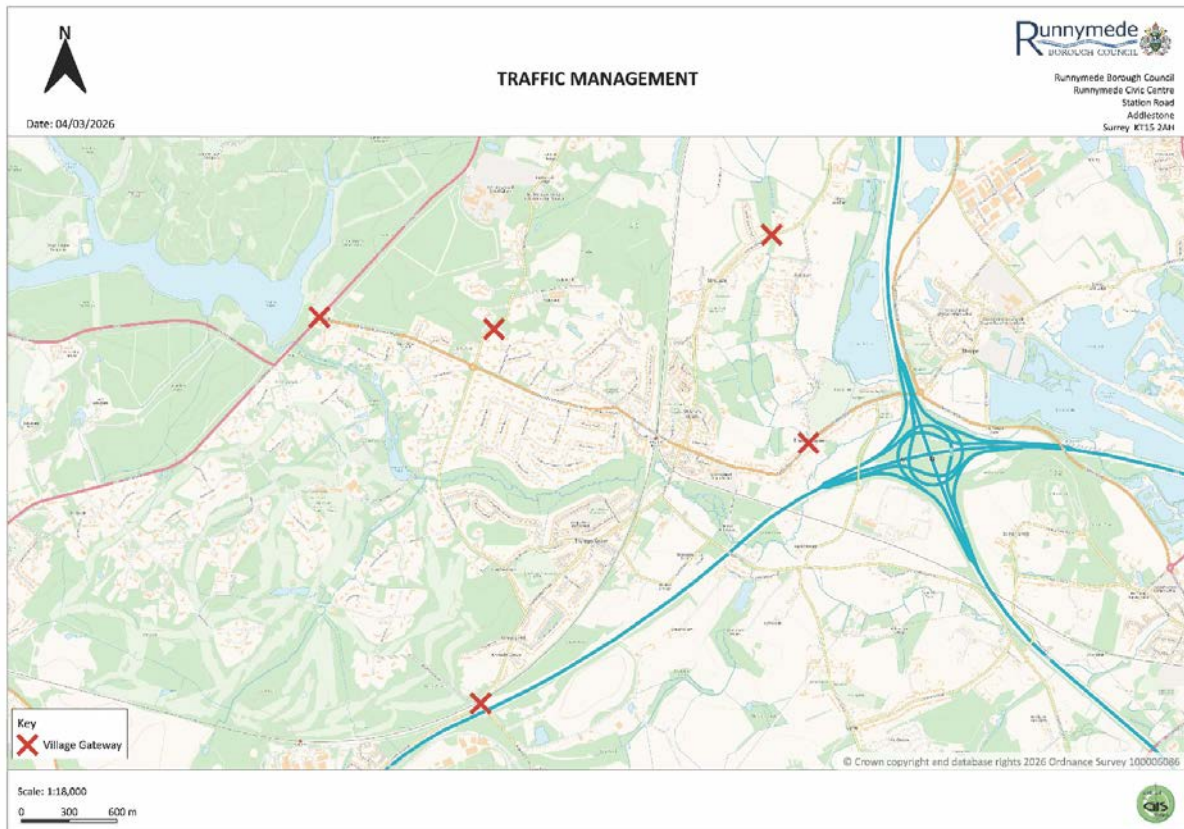


Figure 10: 'Gateways' to Virginia Water

### 3 Wentworth Estate

- 3.1 Wentworth Estate is subject to private development requirements which sit outside the statutory planning system. The Wentworth Estate Roads Committee (WERC) maintains the private estate's roads, enforces property covenants, and upholds their design guidelines, ensuring uniformity and a high standard of maintenance. Information and the requirements, guidelines, and processes: [www.wentwortheastate.org.uk/guidance](http://www.wentwortheastate.org.uk/guidance).
- 3.2 While Wentworth East and West exhibit notable differences, they are considered a single area within the 2030 Local Plan and the Virginia Water Neighbourhood Plan (VWNP). This classification is primarily due to their shared governance by the Wentworth Estate Roads Committee (WERC). However, the given the differences in character, they are separated into two distinct Character Areas for the purposes of the Design Codes.
- 3.3 Wentworth Estate Design Guidelines Exceptions: Three areas are exceptions to these guidelines: Dormy House, (Portnall Drive), Morella Close, Trotsworth Avenue. Dormy House is an existing apartment building. Morella Close and Trotsworth Avenue, located in the eastern part of the Estate, are accessible via Christchurch Road and Gorse Hill. These highways fall under Surrey County Council management rather than WERC jurisdiction. While residents are exempt from Estate Road Rates, they remain subject to title restrictions, such as the one-house-per-plot rule. The Design Code recognises that these areas align more closely with Harpesford Avenue (i.e. Trumps Green Design Code Character Area), where development follows Runnymede Borough design policies rather than Wentworth Estate guidelines.

## Wentworth West (“The Island”)

- 3.4 Wentworth West, commonly referred to as “The Island” by residents, falls within the Green Belt and is characterised by expansive properties. Houses here typically exceed 8,000 ft<sup>2</sup>, with some featuring basements larger than the ground floor. The area is further distinguished by its proximity to the three Championship Golf Courses of Wentworth Club, giving it the appearance of a vast, low-density parkland with substantial detached homes.
- 3.5 Dormy House, located on Portnall Drive within Wentworth West (“The Island”), is a historically significant property. Built in the 1930s, it consists of 15 individual apartments within a single building—an anomaly within the Estate. Dormy House is recognised as the only multi-occupancy, flatted site with golf frontage. The Estate supports maintaining a comparable number of units, preserving its height and separation from neighbouring homes, and contributing to a balanced housing mix.
- 3.6 The WERC enforces a design code with clear development policies, requiring all residents and developers to consult the Estates Committee before undertaking any projects. The following two areas are shaded to emphasise that WERC requirements are also applicable to development proposals in these areas.

| Wentworth Estate West - Green Belt<br>Character Area A  |  |  |
|---|--|--|
| <p><b>Design Objective: Conservation</b></p> <p>The character of the Wentworth Estate West Area should be conserved.</p> <p><i>All proposals must be assessed against national and Local Plan Green Belt policies as applicable. The Design Code focuses on design responses in these settings.</i></p> |  |  |
| Code No.  | Design Code  | Runnymede Design SPD   |
|   | <i>Refer to the WERC Guidelines for further detail.</i>  |  |
| A1  | <p><b>Designing The Built Form and Roofscape</b></p> <ul style="list-style-type: none"> <li>i. New buildings will be of a mass and bulk appropriate to the area. Hipped or half hipped roof forms will normally be appropriate.</li> <li>ii. Proposals that include dormer windows and skylights must be in proportion to the roof area in that same elevation.</li> </ul> | <p>The form (layout, height and shape) of buildings on each plot should be considered at the scale of the street, and within the street hierarchy. The design of the roofscape should reinforce the grouping of buildings and positively contribute to street views and the wider skyline.</p> |

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| <p><b>A2</b></p> | <p><b>Using Building Heights Positively</b></p> <ul style="list-style-type: none"> <li>i. The height of new dwellings should not be greater than the tallest of one or both adjoining dwelling(s) unless a contextual analysis demonstrates that a different height would enhance or complement the character and townscape without adverse landscape or amenity harm.</li> <li>ii. New outbuildings must be subservient to existing buildings or new dwellings.</li> </ul>   | <p>The proposed height of buildings should be carefully justified.</p>   |
| <p><b>A3</b></p> | <p><b>Designing Good Buildings</b></p> <ul style="list-style-type: none"> <li>i. Proposals may adopt a variety of architectural styles in respect of the composition of the buildings and of materials.</li> <li>ii. Proposals that comprise classical architectural styles will generally be supported.</li> </ul>   | <p>Developments should provide an appropriate balance of variety and consistency, by relating groups of buildings to common themes, such as building and/or eaves lines, rhythms, materials, or any combination of them.</p> |
| <p><b>A4</b></p> | <p><b>Using Landmarks, Gateways, Focal Points and Corners to Create Variety</b></p> <ul style="list-style-type: none"> <li>i. Proposals on land forming the corners of Christchurch Road with London Road and with Wellington Avenue must demonstrate, through the Design &amp; Access Statement, how the proposal responds to the special prominence of those locations in the street scene and in the case of London Road as a gateway into the Estate.</li> <li>ii. Proposals must demonstrate, through the Design &amp; Access Statement, how the proposal responds to the important views along Christchurch Road of the Wheatsheaf Hotel on London Road and the glimpse views of Christ Church.</li> <li>iii. Proposals must demonstrate, through the Design &amp; Access Statement, how the proposal responds to the role played by some locations on Christchurch Road in framing views from its private side roads.</li> </ul> | <p>To create variety and aid legibility, development proposals should identify new and existing landmarks, gateways, focal points and corner buildings that have a special status through their form, role or location.</p>  |
| <p><b>A5</b></p> | <p><b>Reinforcing Landscape Character and Biodiversity</b></p> <ul style="list-style-type: none"> <li>i. Proposals must respect and reflect the way in which the buildings on the Estate have been set in the surrounding woodland and how most plots and buildings are hidden by surrounding tree cover, with long distance views restricted by tree cover. Trees should be retained wherever possible.</li> <li>ii. All development should contribute to the delivery of high quality multi-functional networks of Green and Blue Infrastructure (GBI) to provide long-term benefits for people, places and nature, in ways that reinforce local character.</li> </ul>  | <p>New development and associated landscape should retain, incorporate and enhance features that contribute towards the landscape character and biodiversity of the area.</p>  |

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|           | <ul style="list-style-type: none"> <li>iii. All development should embed GBI in ways that help support nature recovery, reverse the decline in biodiversity and result in a 'net gain'.</li> </ul>   |   |
| <b>A6</b> | <p><b>Designing The Space Between Buildings</b></p> <ul style="list-style-type: none"> <li>i. The spaces between buildings must be sympathetic and proportionate to the immediate context.</li> </ul>  | Streets should be designed as 'places'. The detailed design of the street, and the spaces between buildings, must support the overall structure and built form of the development.                      |
| <b>A7</b> | <p><b>Providing for Vehicle Access and Parking</b></p> <ul style="list-style-type: none"> <li>i. Parking for cars and cycles should be provided to RBC Standards and located so as to not dominate the street scene.</li> <li>ii. Proposals for a new driveway or to move an established access to a new position, should ensure it does not create a traffic hazard or significantly adversely affect the amenity of neighbouring properties.</li> <li>iii. Proposals for new driveways across verges must be constructed to the Highway Authority's specification.</li> <li>iv. Proposals should not lead to the reduction in effectiveness of any existing roadside ditch, which are vital for the removal of surface water from the roads and verges.</li> </ul> | Parking for cars in residential development should aim to accommodate car ownership in a manner that is compatible with local character whilst creating a high-quality environment that functions well. |
| <b>A8</b> | <p><b>Ensuring Residential Amenity</b></p> <ul style="list-style-type: none"> <li>i. Proposals should not significantly adversely affect the privacy of a neighbour's house and garden or significantly adversely affect neighbours out-look.</li> <li>ii. Proposals for new dormer windows in a loft space should be sited to minimise the degree of overlooking of neighbours' houses and property.</li> <li>iii. Proposals for new garages, swimming pools, tennis courts and barbecue areas which may cause noise, smells or other nuisances should be carefully sited to minimise the impact on neighbouring houses.</li> </ul>   | It is crucial that places we call home are comfortable.   |
| <b>A9</b> | <p><b>Boundary Treatments</b></p> <ul style="list-style-type: none"> <li>i. Proposals to define boundaries are encouraged to have open fencing up to 2m in height and be screened with planting to soften the appearance.</li> <li>ii. Proposals for new electronic gates and associated piers should be set well back into the property and should be proportionate with the house and surroundings in size.</li> </ul>   | Forgotten' elements are generally located on or near the street frontage. They must be integrated into proposals so that they are unobtrusive and well designed.  |

## Wentworth East

- 3.7 In contrast, Wentworth East lies outside the Green Belt, and properties are generally situated on smaller plots (under one acre). Basements are uncommon, and the average house size is below 6,000 ft<sup>2</sup>.
- 3.8 Despite these differences, both Wentworth East and West are subject to governance by the Wentworth Estate Roads Committee (WERC) under the Wentworth Estate Act 1964. The WERC oversees private roads, ensuring compliance with title restrictions, covenants, and planning guidelines. The WERC enforces a design code with clear development policies, requiring all residents and developers to consult the Estates Committee before undertaking any projects.

| Wentworth Estate East – Non-green Belt<br>Character Area B   |   |  |
|--|---|--|
| <p><b>Design Objective: Conserve</b></p> <p>The character of the Wentworth Estate West Area should be conserved.</p> <p>Some change may be accommodated by respecting the well-established pattern of plot and building forms.</p> |   |  |
| Code No.   | Design Code   | Runnymede Design SPD   |
|  | <i>Refer to the WERC Guidelines for further detail.</i>   |  |
| B1   | <p><b>Reflecting Building Rhythm</b></p> <ul style="list-style-type: none"> <li>i. New buildings will be of a mass and bulk appropriate to the area.</li> <li>ii. Proposals must not lead to new buildings or existing buildings extending in front of any building line to the plot frontage that is common to both adjoining buildings, unless small scale, non-habitable elements are proposed which would project in line with prevailing rhythms and cause no harm to the street scene.</li> </ul> | Development must respond to the plot and building rhythm within the local context. Development plots should be large enough to accommodate the proposed built development and the requirements associated with it.   |
| B2   | <p><b>Designing the Built Form and Roofscape</b></p> <ul style="list-style-type: none"> <li>iii. New buildings will be of a mass and bulk appropriate to the area. Hipped or half hipped roof forms will normally be appropriate.</li> <li>iv. Proposals that include dormer windows and skylights must be in proportion to the roof area in that same elevation.</li> </ul>  | The form (layout, height and shape) of buildings on each plot should be considered at the scale of the street within the street hierarchy. The design of the roofscape should reinforce the grouping of buildings and positively contribute to street views and the wider skyline. |

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| <p><b>B3</b></p> | <p><b>Using Building Heights Positively</b></p> <ul style="list-style-type: none"> <li>i. The height of new dwellings should not dominate adjoining dwelling(s) unless a contextual analysis demonstrates that a different height would enhance or complement the character and townscape without adverse landscape or amenity harm.</li> <li>ii. New outbuildings must be subservient to existing buildings or new dwellings.</li> </ul>  | <p>The proposed height of buildings should be carefully justified.</p>   |
| <p><b>B4</b></p> | <p><b>Designing Good Buildings</b></p> <ul style="list-style-type: none"> <li>i. Proposals may adopt a variety of architectural styles in respect of the composition of the buildings and materials.</li> </ul>  | <p>Developments should provide an appropriate balance of variety and consistency, by relating groups of buildings to common themes, such as building and/or eaves lines, rhythms, materials, or any combination of them.</p> |
| <p><b>B5</b></p> | <p><b>Using Landmarks, Gateways, Focal Points and Corners to Create Variety</b></p> <ul style="list-style-type: none"> <li>i. Proposals on land forming the junction of Christchurch Road with Wellington Avenue and must demonstrate, through the Design &amp; Access Statement, how the proposal responds to the special prominence of those locations in the streetscape.</li> <li>ii. Proposals must demonstrate, through the Design &amp; Access Statement, how the proposal responds to the important views along Christchurch Road of Station Approach.</li> <li>iii. Proposals must demonstrate, through the Design &amp; Access Statement, how the proposal responds to the role played by some locations on Christchurch Road in terminating views from its private side roads.</li> </ul> | <p>To create variety and aid legibility, development proposals should identify new and existing landmarks, gateways, focal points and corner buildings that have a special status through their form, role or location.</p>  |
| <p><b>B6</b></p> | <p><b>Reinforcing Landscape Character and Biodiversity</b></p> <ul style="list-style-type: none"> <li>i. Proposals must respect and reflect the way in which the buildings on the Estate have been set in the surrounding woodland and how most plots and buildings are hidden by surrounding tree cover, with long distance views restricted by tree cover. Trees should be retained wherever possible.</li> <li>ii. All development should contribute to the delivery of high quality multi-functional networks of Green and Blue Infrastructure (GBI) to provide long-term benefits for people, places and nature, in ways that reinforce local character.</li> </ul>   | <p>New development and associated landscape should retain, incorporate and enhance features that contribute towards the landscape character and biodiversity of the area.</p>  |

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|            | <ul style="list-style-type: none"> <li>iii. All development should embed GBI in ways that help support nature recovery, reverse the decline in biodiversity and result in a 'net gain'.</li> </ul>  |   |
| <b>B7</b>  | <p><b>Designing the Space Between Buildings</b></p> <ul style="list-style-type: none"> <li>i. The spaces between buildings must be proportionate to the immediate context and not create an imbalance in the built form and settlement pattern.</li> </ul>  | Streets should be designed as 'places'. The detailed design of the street, and the spaces between buildings, must support the overall structure and built form of the development.                      |
| <b>B8</b>  | <p><b>Providing for Vehicle and Cycle Parking</b></p> <ul style="list-style-type: none"> <li>i. Parking for cars and cycles should be provided to RBC Standards and located so as to not dominate the street scene.</li> <li>ii. Proposals for a new driveway or to move an established access to a new position, should ensure it does not create a traffic hazard or adversely affect neighbouring properties.</li> <li>iii. Proposals for new driveways across verges must be constructed to the Highways Authority's specification.</li> <li>iv. Proposals should not lead to the reduction in effectiveness of any existing roadside ditch, which are vital for the removal of surface water from the roads and verges.</li> </ul> | Parking for cars in residential development should aim to accommodate car ownership in a manner that is compatible with local character whilst creating a high-quality environment that functions well. |
| <b>B9</b>  | <p><b>Ensuring Residential Amenity</b></p> <ul style="list-style-type: none"> <li>i. Proposals should not affect the significantly adversely affect privacy of a neighbour's house and garden or significantly adversely affect neighbours out-look.</li> <li>ii. Proposals for new dormer windows in a loft space should be sited to minimise the degree of overlooking of neighbours' houses and property.</li> <li>iii. Proposals for new garages, swimming pools, tennis courts and barbecue areas which may cause noise, smells or other nuisances should be carefully sited to minimise the impact on neighbouring houses.</li> </ul>   | It is crucial that places we call home are comfortable.   |
| <b>B10</b> | <p><b>Boundary Treatments</b></p> <ul style="list-style-type: none"> <li>i. Proposals to define boundaries are encouraged to have open fencing up to 2m in height and be screened with planting to soften the appearance.</li> <li>ii. Proposals for new electronic gates and associated piers should be set well back into the property and should be proportionate with the house and surroundings in size.</li> </ul>  | 'Forgotten' elements are generally located on or near the street frontage. They must be integrated into proposals so that they are unobtrusive and well designed.                                       |

## 4 Virginia Park and St Ann’s Park

4.1 This Character Area includes two gated communities, Virginia Park and St Ann's Park, developed in the mid 1990s to early 2000s, as well as Sandhills Court and The Orchard, which were developed in the 1980s. It extends eastward, incorporating St Ann's Heath Junior School.

4.2 Virginia Park (VP) is located on the north side of Christchurch Road, to the west of Stroude Road. The imposing building seen from the entrance to the estate is the restored Holloway Sanatorium, originally constructed in the 1870s and 1880s and restored in the 1990s by Octagon developers: it was then reputedly the largest restoration project in Europe. One of Virginia Water's most iconic landmarks is the tower that is the central part of this main building. Within the base of the tower are now facilities used by VP residents, the swimming pool, gym and imposing “Great Hall”. The wings of the building were converted by Octagon into town houses. The rest of the estate was built by Octagon with a mixture of detached houses, town houses and two apartment blocks, altogether a total of 213 homes, with all styles blending in with the main building.

The estate is managed by the Virginia Park Management Company Limited (VPMC) and title deeds strictly regulate the appearance and management of properties on the estate, to preserve its appearance. VPMC collects service charges from property owners under the title deeds and these funds are used to maintain and oversee the land, gardens, and communal areas, including the main (Grade 1 listed) building.

4.3 St Ann's Park is located on the east side of Stroude Road, off Sandhills Lane. It is a separate smaller gated community, governed by title deeds and similar arrangements to VP for overseeing the grounds, roads, and house alterations.

### Virginia Park & St Ann’s (Virginia Water East)

#### Character Area C

#### Design Objective: Respect Specific Form & Style

Existing patterns of built form and architectural style should be retained as they are dominant in the street scene but with some scope for innovation and other change.

| Code No. | Design Codes  | Runnymede Design SPD  |
|----------|---|---|
| C1       | <p><b>Respond Positively to Local History</b></p> <ul style="list-style-type: none"> <li>i. New development must respect and respond to the historic environment.</li> <li>ii. Proposals should retain the historic, decorated brick walls of the former Holloway Sanatorium campus boundary on Stroude Road and Christchurch Road.</li> <li>iii. Proposals should not obstruct the glimpse view of the Grade I listed tower of the former Holloway Sanatorium from Christchurch Road at the entrance to Virginia Park or from Stroude Road.</li> <li>iv. Proposals should retain the architecturally distinctive entrance building to the former Holloway Sanatorium on Stroude Road.</li> </ul> | <p>All proposals should be informed by an understanding of how the site and the place have evolved through history.</p> |

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| <p><b>C2</b></p> | <p><b>Reflecting Plot Rhythm</b></p> <ul style="list-style-type: none"> <li>i. Proposals should adhere to the uniform plot shapes and sizes and to the strong building lines of every road in the area</li> <br/> <li>ii. Properties with lower built form should retain the subordinate role in relation to the former Holloway Sanatorium campus opposite and any proposals should demonstrate, through the Design &amp; Access Statement, how the proposal responds to the prominence in the streetscape in the view north from the Christchurch Road junction framed by the campus behind.</li> </ul> | <p>Development must respond to the plot and building rhythm within the local context.</p><br><p>Development plots should be large enough to accommodate the proposed built development and the requirements associated with it.</p>   |
| <p><b>C3</b></p> | <p><b>Designing the Built Form and Roofscape</b></p> <ul style="list-style-type: none"> <li>i. Proposals for new or replacement dwellings should comprise buildings of form sympathetic to the built-form character.</li> </ul>   | <p>The form (layout, height and shape) of buildings on each plot should be considered at the scale of the street, and within the street hierarchy. The design of the roovescape should reinforce the grouping of buildings and positively contribute to street views and the wider skyline.</p> |
| <p><b>C4</b></p> | <p><b>Using Building Heights Positively</b></p> <ul style="list-style-type: none"> <li>i. Proposals should be of no more than three storeys in height. unless a contextual analysis demonstrates that a different height would enhance or complement the character and townscape without adverse landscape or amenity harm.</li> </ul>  | <p>The proposed height of buildings should be carefully justified.</p>  |
| <p><b>C5</b></p> | <p><b>Designing Good Buildings</b></p> <ul style="list-style-type: none"> <li>i. New buildings should be complementary to the local character.</li> <li>ii. Proposals using red/orange brick facing materials and slate roofs will be supported.</li> </ul>   | <p>Developments should provide an appropriate balance of variety and consistency, by relating groups of buildings to common themes, such as building and/or eaves lines, rhythms, materials, or any combination of them.</p>  |

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| <p><b>C6</b></p> | <p><b>Using Landmarks, Gateways, Focal Points and Corners to Create Variety</b></p> <ul style="list-style-type: none"> <li>i. Proposals should demonstrate, through the Design &amp; Access Statement, how the proposal responds to the visual prominence of the crossroad junction of Christchurch Road, Stroude Road, Sandhills Lane and Trumps Green Road in the views of the junction in all directions, by ensuring appropriate materials, retaining emphasis of corners and appropriate alignment of new structures or buildings.</li> </ul>  | <p>To create variety and aid legibility, development proposals should identify new and existing landmarks, gateways, focal points and corner buildings that have a special status through their form, role or location.</p> |
| <p><b>C7</b></p> | <p><b>Reinforcing Landscape Character and Biodiversity</b></p> <ul style="list-style-type: none"> <li>i. Proposals should retain and enhance the mature tree planting on Trumps Green Road and behind the boundary walls along Sandhills Lane, Stroude Road and Christchurch Road.</li> <li>ii. Where appropriate, development should contribute to the delivery of high quality multi-functional networks of Green and Blue Infrastructure (GBI) to provide long-term benefits for people, places, and nature, in ways that reinforce local character.</li> <li>iii. All development should embed GBI in ways that help support nature recovery, reverse the decline in biodiversity and result in biodiversity net gain.</li> </ul> | <p>New development and associated landscape should retain, incorporate and enhance features that contribute towards the landscape character and biodiversity of the area.</p>   |

## 5 Trumps Green

- 5.1 The area known as Trumps Green stretches from St Ann's Heath to the southeastern edge of the Wentworth Estate. It consists of a mix of modest family homes primarily post-war housing, a small retail parade built in the 1950's, and a primary school. This Design Code also includes guidance for Trotsworth Avenue and Morella Close.

### Trumps Green (including Trotsworth Avenue and Morella Close)

#### Character Area D

#### Design Objective: Enhance

Within the overall suburban character, plot and building redevelopment or intensification to increase building density within its existing grain may be acceptable, with greater scope for innovation and change.

| Code No. | Design Codes   | Runnymede Design SPD   |
|----------|--|--|
| D1       | <p><b>Reflecting Plot Rhythm</b></p> <ul style="list-style-type: none"> <li>i. Proposals on Cabrera Avenue/Close, Harpesford Avenue and Sundon Crescent also incorporating Trotsworth Avenue and Morella Close, for plot sub-division or for more than one dwelling within an established plot will only be supported where appropriate to the rhythm and grain of the surroundings and would not cause harm to amenity or landscape.</li> <li>ii. Proposals should generally adhere to the uniform plot shapes and sizes and to the strong building lines of every road in the area.</li> </ul>   | <p>Development must respond to the plot and building rhythm within the local context. Development plots should be large enough to accommodate the proposed built development and the requirements associated with it.</p>  |
| D2       | <p><b>Designing the Built Form and Roofscape</b></p> <ul style="list-style-type: none"> <li>i. New dwellings should respond to the context of the surrounding development, respecting the scale of buildings in the immediate vicinity.</li> <li>ii. Proposals may comprise either an open gable, dormer, or hipped, form - other roof forms have no precedent in the area and would undermine the contribution the roofscape makes to the suburban character of the skyline.</li> <li>iii. Proposals for new dwellings on Trotsworth Avenue and Morella Close will be normally expected to have a detached form unless appropriate to the rhythm and grain of the surroundings and would not cause harm to amenity or landscape.</li> </ul> | <p>The form (layout, height and shape) of buildings on each plot should be considered at the scale of the street as a whole and within the street hierarchy. The design of the roofscape should reinforce the grouping of buildings and positively contribute to street views and the wider skyline.</p> |

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| D3 | <p><b>Using Building Heights Positively</b></p> <ul style="list-style-type: none"> <li>i. Proposals should be of no more than two storeys in height unless a contextual analysis demonstrates that a different height would enhance or complement the character and townscape without adverse landscape or amenity harm.</li> <li>ii. New dwellings on Trotsworth Avenue should be of low-rise form to maintain the Wentworth Estate character of rural and visual openness unless a contextual analysis demonstrates that a different height would enhance or complement the character and townscape without adverse landscape or amenity harm.</li> </ul>   | <p>The proposed height of buildings should be carefully justified.</p>   |
| D4 | <p><b>Designing Good Buildings</b></p> <ul style="list-style-type: none"> <li>i. Proposals may adopt a variety of architectural styles in respect of the composition of the buildings and materials.</li> </ul>   | <p>Developments should provide an appropriate balance of variety and consistency, by relating groups of buildings to common themes, such as building and/or eaves lines, rhythms, materials, or any combination of them.</p> |
| D5 | <p><b>Using Landmarks, Gateways, Focal Points and Corners to Create Variety</b></p> <ul style="list-style-type: none"> <li>i. Proposals on land forming the corners of Trumps Green Road with Beechmont Avenue, with Wellington Avenue and with Crown Lane and Furnival Close must demonstrate, through the Design &amp; Access Statement, how the proposal responds to the special prominence of those locations in the streetscape by ensuring appropriate form and materials are used .</li> <li>ii. Proposals on land forming the corners of Harpesford Avenue with Crown Road and with Wellington Avenue should demonstrate, through the Design &amp; Access Statement, how the proposal responds to their prominence in the streetscape and avoid inappropriate visual impact.</li> </ul> | <p>To create variety and aid legibility, development proposals should identify new and existing landmarks, gateways, focal points and corner buildings that have a special status through their form, role or location</p>   |

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| <p><b>D6</b></p> | <p><b>Reinforcing Landscape Character and Biodiversity</b></p> <ul style="list-style-type: none"> <li>i. Proposals on Crown Lane, Crown Road, Trumps Green Road, Knowle Grove, Wellington Avenue, should retain and bolster the mature tree and/or hedge planting on the plot frontage.</li> <li>ii. Proposals should protect the clusters of mature trees in the rear gardens of properties in Trumps Green Avenue (fronting on to Trumps Green Road and Crown Road).</li> <li>iii. Proposals should protect the clusters of mature trees between Trumps Green Road and Knowle Grove Close, between Crown Lane and Furnival Close.</li> <li>iv. Proposals on the King George V Playing Field should retain the mature trees around its perimeter (with Trumps Green Road and Crown Road).</li> <li>v. Proposals on Cabrera Avenue Playground should retain the mature trees at the rear of properties on Trumps Green Avenue and fronting on to Cabrera Avenue.</li> <li>vi. Proposals should protect the ancient woodland between the two parts of Knowle Grove.</li> <li>vii. Where appropriate, development should contribute to the delivery of high quality multi-functional networks of Green and Blue Infrastructure (GBI) to provide long-term benefits for people, places and nature, in ways that reinforce local character.</li> <li>viii. The landscaping of Trotsworth Avenue with trees and grass verges, along with modest height garden hedges, should be encouraged and retained.</li> <li>ix. All development should embed GBI in ways that help support nature recovery, reverse the decline in biodiversity and result in biodiversity net gain.</li> </ul> | <p>New development and associated landscape should retain, incorporate and enhance features that contribute towards the landscape character and biodiversity of the area.</p> |
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## 6 Callow Hill & The Crown Estate

- 6.1 The western part of the Neighbourhood Plan area includes Windsor Great Park and Virginia Water Lake, both listed on the Register of Historic Parks and Gardens of Special Historic Interest in England. Owned and managed by the Crown Estate, Windsor Great Park is open to the public during daylight hours, with facilities and parking accessible from the A30.
- 6.2 Callow Hill was historically owned by the Crown Estate, which farmed the area. Callow Hill and the northern side of Christchurch Road feature several Victorian and interwar detached houses, primarily bungalows or cottages.

### Callow Hill & The Crown Estate

#### Character Area E

#### Design Objective: Conservation

The essentially rural character requires a minimum of change in its grain and built forms and should maintain separation between Virginia Water, Englefield Green and Egham.

All proposals must be assessed against national and Local Plan Green Belt policies as applicable. The Design Code focuses on design responses in these settings.

| Code No. | Design Code  | Runnymede Design SPD  |
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| E1       | <p><b>Respond Positively to Local History</b></p> <ul style="list-style-type: none"> <li>i. Proposals should protect and where possible, enhance the built form and signage details of the Rose &amp; Olive Branch PH as a local heritage asset and should not obstruct views of the building from the main road.</li> <li>ii. Proposals should protect and where possible, enhance the built form and architectural features of 1 – 8 Glenwood and of Glenwood Cottage and view of these buildings from Callow Hill should not be obstructed.</li> <li>iii. Proposals should protect and where possible, enhance the built form and architectural features of The Lodge as a local heritage asset at the entrance to the Bioscience Research Centre on Bakeham Lane.</li> <li>iv. Proposals should protect and where possible, enhance the built form and architectural features of The Lodge and The Cottage as local heritage assets at Bakeham House on Prune Hill and should demonstrate, through the Design &amp; Access Statement, how the proposal responds to the prominent role the buildings and their brick boundary walls play in defining the character of the local area, especially in views from the north along Bakeham Lane.</li> </ul> | <p>All proposals should be informed by an understanding of how the site and the place have evolved through history.</p> |

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|           | <p>v. Proposals should protect and where possible, enhance the built form and architectural features of Gable Cottage as a local heritage asset on Prune Hill and should demonstrate, through the Design &amp; Access Statement, how the proposal responds to its prominent location in terminating views south along Prune Hill.</p>  |  |
| <b>E2</b> | <p><b>Designing Good Buildings</b></p> <p>i. Proposals which use of red-orange brick and slate as building materials and the common use of decorated dormers, eaves and bargeboards will be supported.</p> <p>ii. Proposals that are sympathetic to the area’s landscape in their design will be supported.</p>  | <p>Developments should provide an appropriate balance of variety and consistency, by relating groups of buildings to common themes, such as building and/or eaves lines, rhythms, materials, or any combination of them.</p> |
| <b>E3</b> | <p><b>Using Landmarks, Gateways, Focal Points and Corners to Create Variety</b></p> <p>i. Proposals at Lower Cottages on Callow Hill should demonstrate, through the Design &amp; Access Statement, how the proposal responds to their prominent location in punctuating views from the south and in helping frame views of the Rose &amp; Olive Branch PH from the north by ensuring that the scale and form of proposals are carefully designed to retain visual corridors.</p>  | <p>To create variety and aid legibility, development proposals should identify new and existing landmarks, gateways, focal points and corner buildings that have a special status through their form, role or location.</p>  |
| <b>E4</b> | <p><b>Reinforcing Landscape Character and Biodiversity</b></p> <p>i. Proposals should retain existing mature trees and hedgerows along the plot frontage, especially along Callow Hill, Bakeham Lane and Prune Hill.</p> <p>ii. Where appropriate, development should contribute to the delivery of high quality multi-functional networks of Green and Blue Infrastructure (GBI) to provide long-term benefits for people, places and nature, in ways that reinforce local character.</p> <p>iii. All development should embed GBI in ways that help support nature recovery, reverse the decline in biodiversity and result in a biodiversity net gain’.</p> | <p>New development and associated landscape should retain, incorporate and enhance features that contribute towards the landscape character and biodiversity of the area.</p>  |

## 7 Village Centre

- 7.1 The central area comprises residential properties, including accommodation above the shopping parades, as well as purpose-built accommodation such as Virginia Court, Hanover Court, and Augustus House (senior living apartments).
- 7.2 Station Approach consists of 20 two-storey commercial units with pitched tiled roofs. Eight of these buildings date back to the 1930s, featuring a Tudor-style timber frame with plastered panels and timber balconies. The remaining structures, built post-war, are predominantly brick with some hanging tile facades. The Station Approach parade is set back from Christchurch Road, incorporating a grass verge, trees, and free parking for approximately 70 vehicles.
- 7.3 Station Parade, located closer to the railway station, includes 13 commercial units built in the 1950s and 1960s. These two-storey brick buildings feature pitched tiled roofs with dormer windows, providing a third floor of residential accommodation known as Elm Court.
- 7.4 The village war memorial and adjacent green space, situated in front of Station Parade, the bus stop, and Christchurch Road, were developed following the conversion of the former Memorial Gardens into the existing car park.
- 7.5 Adjacent to the railway station entrance is Hanover House, a modern development of a former office block with ground-level shopping and three upper floors of apartments. Developed in 2018, these buildings serve as a gateway to the station, and on the ground floor include a Costa Coffee, barber shop, IT shop, and a beauty salon (currently vacant). Behind Hanover House is Augustus House, a gated development comprising 66 apartments for residents over 70. The Royal British Legion, Harvestime Church, and several lock-up garages are located behind Station Parade.

### Village Centre

#### Character Area F

#### Design Objective: Redevelopment & Conservation

That part of the Village Centre from the station to Virginia Court can accommodate change by enabling plot amalgamation, building form/height change and change in land use pattern but ensuring change is well connected to and respectful of the surroundings.

That part comprising Station Approach should be conserved by retaining and enhancing those design characteristics that are distinct and are especially cherished by the local community with very little scope for innovation or other change.

| Code No. | Design Code   | Runnymede Design SPD  |
|----------|---|---|
| F1       | <p><b>Designing the Built Form and Roofscape</b></p> <p>i. Proposals requiring planning permission at Station Parade should retain the existing uses: blocks of residential flats with partial active frontages at the ground floor. (Note that some changes of use are permitted development.)</p> | <p>The form (layout, height and shape) of buildings on each plot should be considered at the scale of the street, and within the street hierarchy.</p> <p>The design of the</p> |

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|           | <ul style="list-style-type: none"> <li>ii. Proposals adjoining the shopping parade at Station Approach should be of a form that has a scale and massing that are complimentary to the existing buildings.</li> </ul>  | <p>roofscape should reinforce the grouping of buildings and positively contribute to street views and the wider skyline.</p>   |
| <b>F2</b> | <p><b>Using Building Heights Positively</b></p> <ul style="list-style-type: none"> <li>i. Proposals adjoining the shopping parade at Station Approach should be of a lower height to the eaves and roof ridge than the existing buildings unless a contextual analysis demonstrates that a different height would enhance or complement the character and townscape without adverse landscape or amenity harm.</li> <li>ii. Proposals around Station Parade may typically be up to five storeys in height unless a contextual analysis demonstrates that a different height would enhance or complement the character and townscape without adverse landscape or amenity harm.</li> </ul> | <p>The proposed height of buildings should be carefully justified.</p>   |
| <b>F3</b> | <p><b>Designing Good Buildings</b></p> <ul style="list-style-type: none"> <li>i. Proposals may adopt a variety of architectural styles in respect of the composition of the buildings and materials.</li> <li>ii. Proposals that comprise an architectural style of the Arts &amp; Crafts tradition will be supported.</li> </ul>   | <p>Developments should provide an appropriate balance of variety and consistency, by relating groups of buildings to common themes, such as building and/or eaves lines, rhythms, materials, or any combination of them.</p> |
| <b>F4</b> | <p><b>Using Landmarks, Gateways, Focal Points and Corners to Create Variety</b></p> <ul style="list-style-type: none"> <li>i. Proposals at Station Parade should reflect the prominence of the location at the heart of the village and its gateway function from the station in terms of their scale, orientation and function.</li> <li>ii. The tranquillity of the War Memorial and gardens must be respected in terms of proposals and new buildings.</li> </ul>  | <p>To create variety and aid legibility, development proposals should identify new and existing landmarks, gateways, focal points and corner buildings that have a special status through their form, role or location.</p>  |
| <b>F5</b> | <p><b>Patterns of Activity</b></p> <ul style="list-style-type: none"> <li>i. Proposals in the Village Centre should retain the primary commercial and social function of the village (unless permitted development).</li> <li>ii. New dwellings will be supported provided commercial and community facilities are not lost.</li> </ul>   | <p>Places should include a mix of uses that strengthen everyday activities including living, work and play.</p>  |

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| <p><b>F6</b></p> | <p><b>Reinforcing Landscape Character and Biodiversity</b></p> <ul style="list-style-type: none"> <li>i. Proposals for any building or structure on the public open spaces at the War Memorial and gardens in Station Parade and in front of Station Approach will be resisted unless they would enhance the public realm.</li> <li>ii. All development should contribute to the delivery of high quality multi-functional networks of Green and Blue Infrastructure (GBI) to provide long-term benefits for people, places and nature, in ways that reinforce local character</li> <li>iii. All development should embed GBI in ways that help support nature recovery, reverse the decline in biodiversity and result in a 'net gain'.</li> </ul> | <p>New development and associated landscape should retain, incorporate and enhance features that contribute towards the landscape character and biodiversity of the area.</p>                                  |
| <p><b>F7</b></p> | <p><b>Providing for Vehicle and Cycle Parking</b></p> <ul style="list-style-type: none"> <li>i. Proposals to redevelop any of the existing public car parking areas at Station Parade or at the station should ensure there is no net loss of available spaces unless there is justification for reduced parking through a Transport Assessment and is compliant with Local Plan policy and RBC parking standards.</li> <li>ii. Proposals to install EV charging facilities at Station Parade, the station or Station Approach will be supported.</li> </ul>  | <p>Parking for cars in residential development should aim to accommodate car ownership in a manner that is compatible with local character whilst creating a high-quality environment that functions well.</p> |

## 8 Stroude Valley

- 8.1 Stroude Valley incorporates the ribbon village of Stroude and the area from St Ann’s Heath towards Thorpe Green. Bounded to the east by the M25, it includes Longside Lake. Over the past century, Stroude Road has seen linear development, comprising small farm cottages, bungalows, semi-detached, and detached houses. The area was historically linked to smallholdings, nurseries, and farms, a number of which have since been converted into commercial properties, sometimes without proper planning consent.
- 8.2 Stroude Road extends into Egham, passing the Grade I listed Great Fosters Hotel, a well-maintained Tudor mansion now serving as a five-star hotel. Its setting is of significant importance to the village.
- 8.3 Stroude Valley is part of the village’s ‘Local Gap Area,’ a key policy aimed at preventing intrusive development that could erode the separation between Virginia Water and Egham. Like the Crown Estate, this area plays a crucial role in maintaining a clear boundary to urbanisation.

### Stroude Valley

#### Character Area G

#### Design Objective: Conservation

The Character Area requires a minimum of change in its grain and built forms to retain the rural character.

All proposals must be assessed against national and Local Plan Green Belt policies as applicable. The Design Code focuses on design responses in these settings.

| Code No. | Design Code   | Runnymede Design SPD  |
|----------|---|---|
| G1       | <p><b>Reflecting Plot Rhythm</b></p> <ul style="list-style-type: none"> <li>i. Proposals should demonstrate, through the Design &amp; Access Statement, how the proposal responds to the very regular patterns of plot shape, size and orientation along the full length of Stroude Road and Sandhills Lane (including The Drive).</li> <li>ii. Proposals on Stroude Road and Sandhills Lane should comprise buildings fronting onto the main road only and should adhere to their respective strong building lines.</li> </ul> | <p>Development must respond to the plot and building rhythm within the local context. Development plots should be large enough to accommodate the proposed built development and the requirements associated with it.</p> |

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| G2 | <p><b>Designing the Built Form and Roofscape</b></p> <ul style="list-style-type: none"> <li>i. Proposals for new housing on Stroude Road should be of a form and massing appropriate to the context preferably with hipped or cross hipped roof forms.</li> <li>ii. Proposals on Sandhills Lane should of a form and massing appropriate to the immediate context.</li> </ul>   | <p>The form (layout, height and shape) of buildings on each plot should be considered at the scale of the street, and within the street hierarchy.</p> <p>The design of the roofscape should reinforce the grouping of buildings and positively contribute to street views and the wider skyline.</p> |
| G3 | <p><b>Using Building Heights Positively</b></p> <ul style="list-style-type: none"> <li>i. Proposals should normally be no more than two storeys in height unless appropriate to the immediate context.</li> </ul>   | <p>The proposed height of buildings should be carefully justified.</p>  |
| G4 | <p><b>Using Landmarks, Gateways, Focal Points and Corners to Create Variety</b></p> <ul style="list-style-type: none"> <li>i. Proposals at Nos. 372, 376, 382, 388 (Merrick Cottage), 409, 413, 443, 449, 461 and 467 Stroude Road should demonstrate, through the Design &amp; Access Statement, how the proposal positively responds to their prominent locations in the street scene sitting forward of the main building line to either terminate or punctuate a long view along the road.</li> <li>ii. Proposals at No. 449 should also avoid obstructing the long view from Stroude Road at this point of the Holloway Tower in the background.</li> <li>iii. Proposals at the former Royal Standard P.H. (No.442 Stroude Road) and at Nos. 471, 290 and 295 Stroude Road should demonstrate, through the Design &amp; Access Statement, how the proposal responds to the role of buildings at these locations to forming the gateway to this part of the village.</li> <li>iv. Proposals at Virginia Heights on Sandhills Lane should demonstrate, through the Design &amp; Access Statement, how the proposal responds to the role the building plays in terminating views along the road from the east.</li> <li>v. Proposals at the car showroom site on Sandhills Lane should demonstrate, through the Design &amp; Access Statement, how the proposal responds to the role the location plays in terminating views along the road from the west.</li> </ul> | <p>To create variety and aid legibility, development proposals should identify new and existing landmarks, gateways, focal points and corner buildings that have a special status through their form, role or location.</p>   |

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|           | vi. Proposals should not obstruct views across the open setting of the Rose & Crown PH.   |  |
| <b>G5</b> | <p><b>Patterns of Activity</b></p> <ul style="list-style-type: none"> <li>i. Proposals requiring a planning application for the change of use of dwellings and/or their curtilages to commercial uses will generally be supported where they are of benefit to the community.</li> <li>ii. Proposals to redevelop the car showroom site on Sandhills Lane for dwellings will be supported.</li> </ul>   | Places should include a mix of uses that strengthen everyday activities including living, work and play.   |
| <b>G6</b> | <p><b>Reinforcing Landscape Character and Biodiversity</b></p> <ul style="list-style-type: none"> <li>i. Proposals should retain existing mature trees and hedgerows along the plot frontage, especially along Sandhills Lane west of Virginia Heights to the junior school.</li> <li>ii. Where appropriate, development should contribute to the delivery of high quality multi-functional networks of Green and Blue Infrastructure (GBI) to provide long-term benefits for people, places, and nature, in ways that reinforce local character.</li> <li>iii. All development should embed GBI in ways that help support nature recovery, reverse the decline in biodiversity and result in a Biodiversity net gain.</li> </ul> | New development and associated landscape should retain, incorporate and enhance features that contribute towards the landscape character and biodiversity of the area. |

