

# **Strategic Cross Boundary Scoping Statement Consultation Draft**

**Update to the adopted Runnymede 2030 Local  
Plan**

**April 2025**

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## 1.0 Background

- 1.1 As part of the preparation of a Local Plan, Councils currently have a legal duty to co-operate on strategic planning matters with other local authorities and various prescribed bodies on an ongoing basis throughout the production of the Local Plan, under the Duty to Co-operate.
- 1.2 The Duty to Cooperate requirements are however set to change. The previous Government published in December 2023 a tracked change version of a draft NPPF, together with a Written Ministerial Statement, setting out its proposed planning reforms. These included the proposal that as part of the introduction of the Levelling Up and Regeneration Act 2023, it would be abolishing the 'duty to cooperate' and replacing it with a new 'flexible alignment policy' instead.
- 1.3 However, in July 2024 there was a change in Government and the new Government published on 30<sup>th</sup> July 2024 a consultation on proposed reforms to the National Planning Policy Framework (NPPF) and other changes to the planning system.<sup>1</sup>
- 1.4 Following the July 2024 consultation, an updated version of the NPPF was published in December 2024. This confirms that in the short term, the Government is committed<sup>2</sup> to strengthening the existing Duty to Cooperate requirements. In the longer term, based on the contents of the July 2024 planning reforms consultation, the Government intends to introduce formal cross-boundary strategic planning mechanisms to not only strengthen the existing Duty to Cooperate requirement but also introduce effective new mechanisms for cross-boundary strategic planning. This is proposed to include short term measures which will strengthen cross-boundary co-operation, ahead of introducing formal strategic planning mechanisms through new legislation.
- 1.5 Alongside this, the Devolution White Paper (published in December 2024) sets out the Government's aim of achieving universal coverage of Strategic Authorities across England. One of the key roles of Strategic Authorities will be to produce or support the delivery of Spatial Development Strategies (SDS) in their areas.
- 1.6 As announced by Government on 5 February 2025, Surrey is on the accelerated programme for Local Government Reorganisation (LGR). The timetable for devolution in Surrey is however currently unknown. Two proposals for LGR have been submitted to the Government for consideration by the Surrey local authorities. The first of these

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<sup>1</sup> [Proposed reforms to the National Planning Policy Framework and other changes to the planning system - GOV.UK](#)

<sup>2</sup> Chapter 3 paragraph 9d)

proposes the creation of 3 unitary authorities in Surrey, and the second proposes the creation of 2 unitary authorities. It is expected that the LGR process in Surrey will be finalised in Spring 2027.

- 1.7 The county council's elections have been suspended for a year in order to facilitate this process.
- 1.9 Further guidance from the Government on its plan making reforms is expected in the summer of 2025. However, whilst this increased certainty is awaited, it is considered that whatever new arrangements are put in place that there is clearly still a need for ongoing cross boundary engagement with other local authorities and key stakeholder organisations. However, the nature of this engagement might well change as a result of the government's reforms. These reforms could have a significant impact on several key stakeholder organisations, including Runnymede Council itself.

### Runnymede Local Plan position

- 1.10 The planning reform changes, outlined above, and local government reorganisation could well impact on the timescales/geography for plan making for the Runnymede area, depending on when key changes are brought forward. However, in the meantime, the Council is pushing ahead with its update to the Local Plan and has produced an updated Local Development Scheme which sets out the timetable for this.
- 1.11 As it stands, RBC is proposing to formally commence work on an update to the Runnymede 2030 Local Plan in September 2025. In the meantime, whilst we are awaiting the official start of plan making in the borough, officers are starting work on updating the Local Plan evidence base.
- 1.12 As part of this process, it is considered important to produce a Strategic Cross-Boundary Scoping Statement setting out what strategic issues the local plan is expected to address who it is considered should be consulted as part of this process and how it is intended to engage with these organisations as the new evidence base emerges.
- 1.13 This Strategic Cross-Boundary Scoping Statement is therefore being produced in advance of the introduction of the new arrangements to bridge the gap between the existing Duty to Cooperate requirements for cross-boundary working for current system plans and the proposed introduction of reconfigured local authorities for cross-boundary co-operation.

- 1.14 It does this through considering the current legal requirements of the Duty to Cooperate as a starting point. The Statement is however a live document and will be updated as and when we have more certainty about the LGR proposals, future strategic plan making arrangements and devolution proposals in this part of the country.

### The Duty to Co-Operate

- 1.15 The Duty to Co-operate (DtC) is a requirement of section 110 the Localism Act 2011<sup>3</sup>. Its aim is to ensure that Local Planning Authorities (LPAs) engage constructively, actively and on an ongoing basis, so that strategic, cross boundary matters are dealt with effectively in individual Local Plans. Section 33A of the Planning and Compulsory Purchase Act 2004 (as amended)<sup>4</sup> describes strategic matters as follows:

*“(a) sustainable development or use of land that has or would have a significant impact on at least two planning areas, including (in particular) sustainable development or use of land for or in connection with infrastructure that is strategic and has or would have significant impact on at least two planning areas; and*

*(b) sustainable development or use of land in a two-tier area if the development or use (i) is a county matter, (ii) has or would have a significant impact on a county matter”.*

- 1.16 Both the National Planning Policy Framework (NPPF)<sup>5</sup> (2024) and the Planning Practice Guidance (PPG)<sup>6</sup> currently make reference to the DtC.

- 1.17 Paragraph 24 of the NPPF states that LPAs and county councils (in two-tier areas) continue to be under a duty to co-operate on planning issues that overlap administrative boundaries, particularly those relating to strategic priorities. These are defined at paragraph 20 of the NPPF as follows:

- a) homes (including affordable housing), employment, retail, leisure and other commercial development;
- b) infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);
- c) community facilities (such as health, education and cultural infrastructure); and

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<sup>7</sup> Para. 27 of the NPPF

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- d) conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation.

1.18 Planning for infrastructure is a critical element of the Local Plan process. The framework makes clear<sup>7</sup> that local planning authorities should work together and take into account the relevant investment plans of infrastructure providers to ensure a consistent approach is taken to planning the delivery of infrastructure.

### Consultation on this Scoping Statement

1.19 This Strategic Cross-Boundary Scoping Statement forms part of the background evidence for the Local Plan and also fulfils a number of important roles, notably it:

- Ensures the Borough Council has identified all of the strategic issues which effect the Borough and wider area at the earliest stage of plan preparation;
- Sets out the framework for how Runnymede Borough Council will approach strategic cross boundary engagement by identifying the authorities/bodies with which it will need to engage and the mechanism for that engagement (in broad terms);
- Allows consultation with those authorities and bodies who may identify other issues, bodies or mechanisms for engagement that the Borough Council has not identified;
- Provides a framework for future engagement whereby the Council will limit its consultation on strategic cross boundary matters to the identified and agreed strategic issues and relevant local authorities, prescribed bodies and other key stakeholders.

1.20 To ensure that Runnymede Borough Council is taking the correct approach to meeting its strategic cross boundary obligations, the Council would like to hear from you if you consider that we haven't identified a strategic matter, a relevant authority/ body or that other processes/ mechanisms for engagement would be more suitable than those outlined in this Statement. Please provide, as part of your response, justification as to why you consider an alternative approach should be taken e.g. evidence should be provided as to why RBC should engage with another authority/ body on a strategic matter.

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<sup>7</sup> Para. 27 of the NPPF

- 1.21 Responses to this consultation should be received no later than **8<sup>th</sup> July 2025** and emailed to [planningpolicy@runnymede.gov.uk](mailto:planningpolicy@runnymede.gov.uk) or alternatively posted to:

Planning Policy Team, Runnymede Borough Council, Civic Centre, Addlestone, KT15 2AH

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## 2.0 The Runnymede Context

### Geographic Context

- 2.1 Runnymede is located in North West Surrey only twenty miles from Central London and is strategically located at the junction of the M25 and M3 motorways. It has excellent road and rail connections to the capital and by road to Heathrow Airport. There is good access to the wider South East Region by the motorway network and the Reading – Waterloo and Weybridge – Waterloo railway lines.
- 2.2 Runnymede is a small Borough when compared with most of the other Surrey authorities, measuring only eight miles from north to south. Runnymede is home to approximately 88,000 residents (at the time of the 2021 Census) and contains the three main towns of Addlestone, Chertsey and Egham together with a range of other smaller settlements including Virginia Water, Woodham/New Haw, Englefield Green, Lyne, Longcross, Ottershaw and Thorpe. Approximately 74% of its area lies within the Metropolitan Green Belt, which makes the area an attractive location to live, work and visit.
- 2.3 Accessibility to London, Heathrow and Gatwick airports by rail and motorway makes Runnymede a highly desirable business location. The Borough has a strong local economic base with many commercial enterprises in the town centres, industrial estates, suburban business areas and business parks.
- 2.4 House prices are on average higher than in the rest of the South East, and similar to those in parts of London. The availability of affordable housing to meet local needs remains a key issue in the Borough.
- 2.5 Runnymede has a rich architectural and environmental heritage, having a range of Grades II, II\* and I nationally listed buildings. The Borough also contains some important statutorily listed parks and gardens such as Great Fosters (Grade II\*) and Savill Garden (Grade I) and several Scheduled Ancient Monuments, including the Bowl Barrows at Longcross, Chertsey Abbey and the hill fort and chapel at St Ann's Hill.





- 2.8 Watercourses and lakes are a key characteristic of the Borough, with the River Thames running along the Borough's eastern boundary and the Basingstoke Canal forming the south eastern boundary. The River Wey, Addlestone Bourne and Chertsey Bourne run through the Addlestone and Chertsey areas of the Borough, and consequently much of the eastern side of the Borough is subject to flood risk. The water courses are all designated in parts as SNCI or SSSI. Recreationally, there are a number of water-based activities available in Runnymede including sailing, waterskiing, windsurfing, canal and river boating and fishing. The Thorpe Park No. 1 Gravel Pit is a flooded former gravel pit, which is a SSSI and a Ramsar site. It is also an integral unit of the South West London Water Bodies SPA and is especially renowned for its wetland bird interest as it supports many wintering birds, including significant numbers of wintering Gadwall and Shoveler.

### Update to the Runnymede 2030 Local Plan

- 2.9 Paragraph 33 of the NPPF advises that "Policies in local plans and spatial development strategies should be reviewed to assess whether they need updating at least once every five years and should then be updated as necessary. Reviews should be completed no later than five years from the adoption date of a plan and should take into account changing circumstances affecting the area, or any relevant changes in national policy. Relevant strategic policies will need updating at least once every five years if their applicable local housing need figure has changed significantly; and they are likely to require earlier review if local housing need is expected to change significantly in the near future."
- 2.10 The text in the NPPF responds to the legal requirement in Regulation 10A of the Town and Country Planning (Local Planning) (England) Regulations 2012 to carry out such reviews. This regulation states,
- "A local planning authority must review a local development document within the following time periods— a) in respect of a local plan, the review must be completed every five years, starting from the date of adoption of the local plan, in accordance with section 23 of the Act (adoption of local development documents)."*
- 2.11 Regulation 23(5) of the Planning and Compulsory Purchase Act referred to states;
- 'A document is adopted for the purposes of this section if it is adopted by resolution of the authority.'*
- 2.12 In Runnymede, the Council resolved to adopt the Runnymede 2030 Local Plan on 16th July 2020, meaning that the Council is required to review its Local Plan by 16th July 2025.

2.13 A comprehensive review of the Runnymede 2030 Local Plan policies was undertaken in-house by officers and the conclusions of this review were approved by members of the [Planning Committee on 23<sup>rd</sup> October 2024](#) (pages 67-80). The review concluded that at least a partial update is required to the Runnymede 2030 Local Plan. This review helps clarify likely areas of focus for the Local Plan Review. As set out in the adopted Runnymede 2030 Local Plan,<sup>8</sup> the majority of the policies contained in the Plan are considered strategic in that they set out an overarching strategy for the pattern, scale and quality of development and make sufficient provision for development (including housing etc), infrastructure, community facilities and the conservation and enhancement of the natural and built environment. The only policies that are not considered to be strategic are the following:

- SL19: Housing Mix and Size Requirements
- SL21: Presumption against loss of residential
- SL24: Self and Custom Build Housing
- SL25: Existing Open Space
- SL26: New Open Space
- SL27: Local Green space
- SL28: Playing Pitches
- EE4: Listed Buildings
- EE5: Conservation Areas
- EE6: Parks and Gardens of Special Historic Interest
- EE7: Scheduled Ancient Monuments, County Sites of Archaeological Importance (CSAIs) and Areas of High Archaeological Potential (AHAPs)
- EE8: Locally Listed and other Non-Designated Heritage Assets
- EE14: Extensions and Alterations to and Replacement of Buildings in the Green Belt
- EE15: Re-use of Buildings in the Green Belt
- EE16: Outdoor Sport and Recreation in the Green Belt
- EE17: Infilling or Redevelopment on Previously Developed Land in the Green Belt
- EE18: Engineering Operations in the Green Belt
- EE19: Change of Use of Land in the Green Belt
- IE12: Town Centre Opportunity Areas
- IE13: Local Centres

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<sup>8</sup> See Para. 5.14.

- 2.14 Work on the update to the Runnymede Local Plan and the stages involved in producing it, are set out in the latest draft of the [Local Development Scheme](#) (LDS). This timetable was approved at the same Planning Committee in October 2024 (pages 81-118).
- 2.15 Work on the update to the Plan is due to start in September 2025, at the same time as the government is expected to bring in the new plan making system. Any delays to the government's introduction of the new plan-making system could result in a subsequent delay to the Council's timetable. The work on the update to the Plan will be broken down into several stages.

<b>Stages of plan preparation</b>	<b>Proposed dates for undertaking this stage</b>
Scoping and early participation stage -	1 <sup>st</sup> September 2025 to end of February 2026 (6 months).  This stage will include informal consultation which will "invite" views on what the plan should contain and feedback on key issues that should be addressed. It will also garner the views of communities and key stakeholders on how they would like to be engaged throughout the process.
Plan visioning and strategy development (to include gateway 1)	1 <sup>st</sup> March-end of August 2026 (6 months).  This stage will include the first formal round of public consultation (8 weeks). First opportunity for all stakeholders to formally comment on the issues an area is facing and how they may be tackled in the local plan.
Evidence gathering and drafting the plan	1st September 2026-end of August 2027 (12 months)
Engagement, proposing changes and submission of the plan	1 <sup>st</sup> September 2027-end of January 2028 (5 months)  This stage will include the second formal round of public consultation on the Local Plan with interested parties being given the opportunity to comment on the draft plan.
Examination	1 <sup>st</sup> February-end of July 2028 (6 months)

	This stage starts immediately after the Submission of the Plan and includes the hearing stages.
Finalisation and adoption of digital plan and monitoring	August 2028

## Identifying which authorities and bodies Runnymede Borough Council should engage with on cross boundary issues

### Who does the duty to cooperate apply to?

2.16 In terms of who the duty applies to, this includes all local planning authorities, county councils and a list of prescribed bodies. Regulation 4 of the Town & County Planning (Local Planning)(England) Regulations 2012<sup>9</sup> lists those bodies which are prescribed bodies for the purposes of the duty. This includes:

- The Environment Agency;
- English Heritage;
- Natural England;
- Mayor of London;
- Civil Aviation Authority;
- Homes & Communities Agency;
- Clinical Commissioning Groups (replaced by Integrated Care Boards);
- National Health Service Commissioning Board (now NHS England);
- Office of Rail Regulation;
- Transport for London;
- Integrated Transport Authorities (no ITA covers Runnymede);
- Highway Authorities
- Highways Agency (now known as National Highways); and
- Active Travel England (added relatively recently).

2.17 Although not listed as prescribed bodies, paragraph 25 of the NPPF also states that local planning authorities should have regard to other relevant bodies including Local Nature Partnerships, the Marine Management Organisation (not relevant to Runnymede and so again will not be referred to again in this Statement), county councils, infrastructure providers, elected Mayors and combined authorities (not currently relevant to Runnymede).

<sup>9</sup> [The Town and Country Planning \(Local Planning\) \(England\) Regulations 2012 \(legislation.gov.uk\)](https://www.legislation.gov.uk/uksi/2012/2746/contents/make)

## What does this mean for Runnymede?

- 2.18 In terms of which local authorities Runnymede should be including in its strategic cross boundary work, the Council has reviewed examples from other local authorities. These indicate generally that neighbouring boroughs and districts that share a border should be engaged with as part of the early stage of drawing up the Scoping Statement, but that transport links and other potential strategic issues should also be taken into consideration in identifying which local authorities to consult.
- 2.19 Heathrow Airport is recognised as having a significant economic influence upon Runnymede and the surrounding area. The recent announcement (January 2025) to build a third runway at Heathrow Airport will therefore have a significant impact on the Borough. Runnymede Borough Council is a member of the Heathrow Strategic Planning Group (HSPG) and the administrative area covered by its members is also included here to reflect the on-going cooperation on spatial planning matters undertaken through this group.
- 2.20 As part of its plan-making preparation, the Council is also currently required under the Duty to Cooperate, as set out above in paras. 2.16 and 2.17, to cooperate with a list of authorities and bodies that has been prescribed by the Government<sup>10</sup>. For Runnymede Borough Council, Table 1 below sets out the following organisations who the Duty to Cooperate is considered to apply to for Runnymede Borough:

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<sup>10</sup> [The Town and Country Planning \(Local Planning\) \(England\) Regulations 2012 \(legislation.gov.uk\)](https://www.legislation.gov.uk/uksi/2012/2617/contents/part1/section1/paragraph1)

Table 1: DTC bodies in Runnymede

Named in the Act, Regulations and/or NPPF	Named in the Runnymede context
County Councils, Borough and District Councils with a functional link with RBC	Surrey County Council and other local authorities with a functional relationship with RBC (see para. 1.9 above).
The Environment Agency	The Environment Agency
English Heritage	English Heritage
Historic Buildings and Monuments Commission for England	Historic England
Natural England	Natural England
Mayor of London	Mayor of London
The Civil Aviation Authority	The Civil Aviation Authority
The Homes and Communities Agency	Homes England
National Health Service Commissioning Board	NHS England
Primary Care Trusts	Now known as Integrated Care Boards - the Surrey Heartlands Integrated Care Board (ICB) and Integrated Care Partnership (ICP) cover Runnymede.
Office of Rail Regulation	Office of Road and Rail
Transport for London	Transport for London
Integrated Transport Authorities	Not relevant/ applicable in RBC
Highway Authority	Surrey County Council National Highways
Marine Management Agency	Not relevant/ applicable in RBC
Local Nature Partnership	Surrey Nature Partnership
Active Travel England	Active Travel England
Utility and Infrastructure Providers	Scottish and Southern Energy Networks – have appointed Regen to help with future scenario planning. UK Power Networks (which covers the other half of our borough) Affinity Water Thames Water - Cadent Gas/ Scotia Gas Networks Limited and Southern Gas Networks plc

	National Gas Transmission – have appointed Avison Young to provide advice on planning matters. Mobile UK - mobile network operators.
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- 2.21 Please note that the Council’s Statement of Community Involvement (SCI) (March 2021)<sup>11</sup> sets out how the Council intends to engage with the community throughout the preparation of the Local Plan and so this issue will not be discussed further in this Statement.

### Runnymede BC and bodies and forums dealing with cross-boundary issues

- 2.22 The Council is a member of several bodies and forums which deal with cross-boundary issues. The purpose of some of the groups is primarily for sharing information rather than the discussion of cross-boundary issues. The list below sets out the bodies and forums that Runnymede is a member of or, has been a member of if the group has disbanded recently. While the entire list cannot be relied upon to meet the Duty to Cooperate or any future replacement mechanism, they are included as they provide an ongoing framework for maintaining awareness of cross boundary issues to the participants:

Partnership/ Group	Working	Authorities/ Organisations involved	Purpose
Planning Head of Planning (SHOP)		All Surrey Heads of Planning	To discuss and resolve cross boundary policy issues, share relevant information and experience.
Surrey Leaders Group <sup>12</sup>		Surrey County Council and all Surrey local authority leaders	Cross boundary issues.
Surrey Planning Working Group		Surrey County Council and planning policy officers from all Surrey local authorities attend.	To discuss and share information about cross boundary policy issues and experience.
Surrey Infrastructure Steering Group		Core membership of borough and district authorities and county council Directors of Place.	Cross boundary issues relating to the promotion, co-ordination and unblocking the barriers to the provision of

<sup>11</sup> [Statement of Community Involvement \(SCI\) – Runnymede Borough Council](#)

<sup>12</sup> In the past the Council has also been part of a Leader’s group to consider the review of the London Plan. This group might well be reestablished should work on the review of the London Plan take place.

		infrastructure in the County.
Thames Basin Heaths JSPB member and officer meetings for Runnymede	Councillor and officer representatives from all affected local authorities and County Councils as well as Natural England.	The Officer Group co-ordinates the strategic policy approaches of mitigating and managing the impacts of development on the SPA. It provides information to the JSPB for strategic decision making.
Heathrow Strategic Planning Group and various associated working groups	Voluntary partnership of local authorities in the area surrounding Heathrow Airport.	The group is engaged in planning for the development of the sub-region and ensuring that the airport is operated and developed in a way that is well planned and sustainable for the communities that live around it.
Joint Infrastructure Group with Surrey County Council	Runnymede Borough Council and Surrey County Council.	Provides a forum for joint prioritisation of infrastructure projects and advice on CIL bidding from RBC officers.
Surrey Health and Planning Forum	Includes representatives from Surrey County Council, Integrated Care Boards, Surrey local authorities.	The Forum aims to strengthen links across planning and health teams. Networking Group that reports to the Health and Wellbeing Board.
North West Surrey Health and Care Alliance	Local health and care organisations and Surrey local authorities.	Place based partnership working together to improve the health, wellbeing and happiness of those living and/or working in the boroughs of Woking, Runnymede, Elmbridge and Spelthorne.
Surrey Enhanced Partnership Stakeholder Reference Group	SCC, bus operators, local community representatives and borough & district officers.	The Enhanced Partnership is the legal mechanism by which SCC and bus operators can make changes to bus services and infrastructure to increase bus use. The



		Stakeholder Reference Group provides feedback on behalf of bus users and plays a 'critical friend' role.
Participation in the Affinity Water LPA Engagement Programme	Network operator and local authority representatives.	Sharing information to understand local capacity, future development scenarios and network planning.
Participation in UK Power Networks' Distribution Systems Operator (DSO) Regional Engagement Programme	Network operator (including a dedicated Local Net Zero team) and local authority representatives.	Sharing information to understand local capacity, future development scenarios and network planning.
Participation in SSEN Distribution Future Energy Scenarios Programme	Network operator and local authority representatives.	Sharing information to understand local capacity, future development scenarios and network planning.
Participation in the Water Resources Forum (Thames Water & Affinity Water)	Water Resources South East, six water companies in the South East region, multi-sector stakeholders.	Engagement to inform the development of the statutory Water Resources Management Plan.
Participation in Transport for the South East Engagement Programme	Partnership of 16 local authorities, representatives of district and borough authorities, protected landscapes and national delivery agencies, and other stakeholders.	Sub-national transport body for the South East. Works with stakeholders to determine what investment is needed to transform the region's transport system and drive economic growth.
Ofgem Regional Energy Strategic Plan (RESP) consultation events	Ofgem RESP Team and local authority representatives.	Collaboration to ensure Regional Energy Strategic Plans inform spatial and local energy plans.

### Strategic matters of relevance to plan making in Runnymede and their geographic extent

2.22 The NPPF sets out (in paragraph 20) the strategic priorities which are subject to the duty to co-operate, see para 1.12 above. Based on these, the previous DTC Scoping Report produced for the Runnymede 2030 Local Plan, and on-going discussions with duty to co-operate bodies and the early evidence gathering work, the Council has

identified the following potential cross boundary strategic planning matters that should be discussed with relevant authorities and bodies<sup>13</sup> . These are set out below:

#### **Housing and Economic Needs**

Matter 1: Meeting Housing Needs

Matter 2: Meeting needs for gypsies and travellers and travelling showpeople

Matter 3: Delivering economic growth needs, including retail

#### **Natural and Historic Environment**

Matter 4: Thames Basin Heath Special Protection Area

Matter 5: Flooding

Matter 6: Natural and Historic Environment

#### **Infrastructure**

Matter 7: Transport

Matter 8: Social infrastructure including Healthcare and Education

Matter 9: Utilities including water and waste water

#### **Climate Change**

Matter 10: Climate Change

#### **Other Strategic Matters**

Matter 11: Green Belt and Grey Belt

Matter 12: Minerals

## **Details of Strategic Matters and Relevant Bodies**

- 2.23 The following tables set out further detail on each of the Strategic Matters and identifies the relevant bodies and organisations for each Matter. It should be noted that whilst the Council considers that all of those bodies listed may have an interest in one or more strategic matters in relation to plan making activity in Runnymede, some bodies may have a critical role to play in ensuring that effective outcomes are achieved. This will be highlighted in further detail as appropriate in the Strategic Compliance Cross Boundary Compliance Statement to be published alongside the Regulation 18 and 19 versions of the Local Plan and following ongoing discussions with partner authorities and bodies.

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<sup>13</sup> See para. 3.1 below.

## Housing and Economic Needs

<b>Matter 1: Meeting Housing Needs</b>	<p>The Council recognises that both the scale and distribution of housing development are key strategic issues for the Borough and its neighbouring authorities. It is important to consider issues relating to housing need and supply at a wider spatial scale than single authorities.</p> <p>This is one of the key reasons that the Government is committed to a plan-led system which involves more engagement and decision taking at a strategic level. The National Planning Policy Framework is clear that “effective strategic planning across local planning boundaries will play a vital and increasing role in how sustainable growth is delivered, by addressing key spatial issues including meeting housing needs...”<sup>14</sup></p> <p>As set out in the report above, the geography of the new Strategic Authority covering Surrey is not yet known at this point. However, it is clear from the updated version of the Planning Practice Guidance for Housing and Economic Development Needs Assessments that the updated standard method for calculating housing need should be used to assess housing needs until such time as a spatial development strategy is published.<sup>15</sup></p>
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<sup>14</sup> Para. 24 of the NPPF (2024).

<sup>15</sup> Para. 013 of the Planning Practice Guidance.

	<p>The standard method for assessing local housing need identifies an overall minimum average annual housing need figure but doesn't break this down into the housing need of individual groups. The housing needs of specific groups will be included in the Runnymede Housing and Economic Development Needs Assessment (HEDNA) report. This report will be published on the Council's website when it is completed and issues with stakeholders and other interested parties discussed as part of its production.</p>
<b>Who is involved?</b>	<p><b>Local authorities</b>  Elmbridge Borough Council  Royal Borough of Windsor and Maidenhead  Spelthorne Borough Council  Surrey County Council  Surrey Heath Borough Council  Woking Borough Council</p> <p><b>Other bodies</b>  Anglian Water  Greater London Authority (GLA)  Homes England  Network Rail  Surrey Heartlands Integrated Care Board  Surrey Heartlands Integrated Care Partnership  Thames Water</p>
<b>Methods for Engagement</b>	<p>-Meetings / discussions with relevant local authorities and bodies during the preparation of the HEDNA.</p>

	<ul style="list-style-type: none"> <li>-Request comments from local authorities and relevant bodies on the HEDNA and alongside the two consultation stages on the updated Local Plan.</li> <li>-Meetings / discussions / correspondence (verbal and email) with relevant authorities / bodies at officer level, and at Member level, if necessary, and when appropriate as housing strategy and policies are being developed.</li> <li>-Opportunity for written comments to be made on proposed evidence, allocations and policies during the public consultation stages of the Local Plan; and</li> <li>-Stakeholder events as appropriate.</li> </ul>
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<b>Matter 2: Meeting needs for gypsies, travellers and travelling showpeople -</b>	<p>In preparing an updated local plan, the Council will develop an evidence base assessing the needs of Gypsies, Travellers and Travelling Showpeople over the expected duration of the next Plan period (up to 2043). This will necessitate contacting adjoining local authorities during the preparation of this evidence.</p> <p>Subject to the findings of this evidence and the opportunities to find additional sites (if required) within the Borough, the Council may need to work with neighbouring authorities if need cannot be wholly met within the Borough. The aim of such discussions would be to identify whether any of Runnymede's neighbours may be able to assist with accommodating any unmet needs arising from the borough.</p>
<b>Who is involved?</b>	<b>Local authorities</b>

	<p>Elmbridge Borough Council          Royal Borough of Windsor and Maidenhead          Spelthorne Borough Council          Surrey Heath Borough Council          Surrey County Council          Woking Borough Council</p> <p><b>Other bodies</b>          Friends, Families and Travellers          Surrey Community Action          Greater London Authority (GLA)          Homes England          Network Rail          Showmen's Guild of Great Britain          Surrey Gypsy Traveller Communities Forum</p>
<b>Methods for Engagement</b>	<ul style="list-style-type: none"> <li>- Meetings / discussions with relevant local authorities and bodies during the preparation of the GTAA;</li> <li>-Request comments from local authorities and relevant bodies on draft GTAA;</li> <li>- Meetings / discussions / correspondence (verbal and email) with relevant authorities / bodies at officer level, and at Member level as appropriate as strategy and policies related to Gypsies, Travellers and Travelling Showpeople are being developed;</li> <li>-Opportunity for written comments on proposed evidence, allocations and policies during the public consultation stages of the Local Plan; and,</li> </ul>

	-Meetings with the with relevant local authorities and bodies to discuss issues arising in relation to travellers as appropriate.
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<b>Matter 3: Delivering economic growth needs, including retail</b>	<p>The scale and distribution of economic growth and their needs is another key strategic issue for the Borough and its neighbouring authorities, and one that is very closely linked to housing growth. As with housing, economic growth needs will be included as part of the HEDNA report. As part of this work, the role of sectors and sites in the Borough that have a wider than local impact will need to be considered with relevant partners at a wider spatial scale.</p> <p>The Devolution White Paper, published by the government in December 2024, as previously referred to in para. 1.9 above sets out that there should be a particular focus when considering the geographies of Strategic Authorities on functional economic areas. As part of the evidence produced to inform the adopted Runnymede 2030 Local Plan, the Council considered the geographic extent of the functional economic market (FEA).<sup>16</sup></p> <p>This report concluded that overall, given the strength of transport links in and out of Runnymede, the Borough is most likely to sit on the edges of two different FEAs. The northern part of the Borough is considered to sit within a wider FEA which focuses on Heathrow airport at its centre.</p>
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<sup>16</sup> [Functional Economic Area Analysis \(June 2015\)](#)

The boroughs that Runnymede has the strongest relationships with within this Heathrow centred FEA are Spelthorne, Hounslow and Hillingdon. It is these three authorities that it is recommended that Runnymede engages with as it progresses its economic work. Some links with the Royal Borough of Windsor and Maidenhead have also been found although overall this authority is considered to have stronger links elsewhere and be in a different FEA to Runnymede. The same can be said for Bracknell Forest.

In terms of the southern parts of the borough, the report concluded that, the Addlestone and Chertsey areas are considered to sit on the edge of a South West London/M3/A3 corridor market. Again, the extent of this wider FEA is considered to cover a substantial geographical area stretching to Reigate to the south, Croydon to the east and Guildford to the south west. Whilst these areas undoubtedly have some links to Runnymede due to the existing transport network, the report didn't identify that Runnymede benefits from any strong links with these authorities. The analysis carried out indicated that in this wider FEA, Runnymede had the strongest links with Woking and Elmbridge and as such it is these authorities that it recommended that Runnymede engages with as it progresses its economic work.

The Council is expected to refresh its Functional Economic Area analysis as part of the HEDNA report. If differing conclusions are drawn to those described above (following



consultation being carried out on any draft findings), then the list of partners below will be amended accordingly.

The Heathrow Strategic Planning Group (HSPG) produced a Joint Evidence Base and Infrastructure Study in 2018 for member local authorities surrounding Heathrow (including Runnymede, Spelthorne, Slough BC, LB Hounslow, LB Ealing, Surrey County Council and Buckinghamshire Council). The study analysed the potential economic development and labour market arising from possible expansion of Heathrow Airport and explored how this related to the background growth for which the authorities were planning at this time. The Group is currently considering an update to its Joint Spatial Planning Framework (JSPF). This document seeks to provide an overarching flexible spatial framework for the sub-region over the next 30 years.

The Council is currently in the process of seeking to update the Retail and Main Town Centre Uses Study<sup>17</sup>. This document assesses both the quantitative and qualitative need for new retail (comparison and convenience goods) floorspace and commercial leisure uses .

The Council aims to have this updated report and information published in the latter part of 2025. Whilst there may be some cross-boundary issues arising (in terms of the need / provision of new floorspace), many of the

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<sup>17</sup> [Retail & Town Centre Uses Study Volume A - Main Report](#)

	recommendations / policy impacts are likely to be Runnymede specific when it comes to retail.
<b>Who is involved?</b>	<p><b>Local authorities</b></p> <p>Bracknell Forest  Elmbridge Borough Council  London Borough of Hillingdon  London Borough of Hounslow  Royal Borough of Windsor and Maidenhead  Spelthorne Borough Council  Surrey Heath Borough Council  Surrey County Council  Woking Borough Council</p> <p><b>Other bodies</b></p> <p>Civil Aviation Authority  Greater London Authority (GLA)  Heathrow Airport Holdings  Network Rail</p>
<b>Methods for Engagement</b>	<p>-Meetings / discussions with relevant local authorities and bodies during the preparation of the evidence (HEDNA, SLAA and Retail and Main Town Centre Uses Study in particular);</p> <p>-Request comments from local authorities and relevant bodies on draft evidence (including on the methodologies to be used where appropriate);</p> <p>- Meetings / discussions / correspondence (verbal and email) with the relevant authorities / bodies at officer level, and at Member level as appropriate as strategy and policies are being developed;</p>

	<ul style="list-style-type: none"> <li>-Opportunity for written comments on proposed evidence, allocations and policies during the public consultation stages of the local plan; and,</li> <li>-Engagement through the Surrey Heads of Planning (SHOP) and engagement through joint working groups or other co-operative work with other partners.</li> </ul>
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## Natural and Historic Environment

<b>Matter 4: Thames Basin Heath Special Protection Area</b>	<p>The Thames Basin Heaths Special Protection Area (TBHSPA) is located beyond the western boundary of the Borough and comprises areas of heathland protected by international and national legislation as a natural habitat for the internationally important bird species of woodlark, nightjar and Dartford Warbler.</p> <p>The TBHSPA covers eleven local authorities. New housing development is considered to have a likely significant effect on the heathland birds and a consistent package of avoidance and mitigation measures for the delivery of new housing needs is in place across the affected authorities. There are well established co-operation mechanisms through both an officer working group and a Joint Members Strategic Partnership Board which includes Natural England. Agreed avoidance and mitigation measures are set out in the Thames Basin Heaths Delivery Framework 2009 and saved South East Plan Policy NRM6. One element of</p>
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	<p>mitigation is the delivery of Suitable Alternative Natural Greenspace (SANG). As opportunities for SANG within the Borough are limited, joint working with other authorities, to explore possibilities such as shared SANG, may be required to enable house building within the Borough.</p> <p>A key issue is that as new housing development is judged to have a likely significant effect on the birds that have made the SPA their habitat, a consistent package of mitigation measures for the delivery of new housing must be in place across the 11 affected authorities to ensure that new housing in the 400m-5km zone of influence can continue to be permitted over the Plan period. It should be noted that currently agreed measures are in place by way of saved South East Plan Policy NRM6<sup>18</sup>, Policy EE10 of the Runnymede 2030 Local Plan and<sup>19</sup>.</p>
<b>Who is involved?</b>	<p><b>Local authorities</b></p> <p>Bracknell Forest Borough Council  Elmbridge Borough Council  Guildford Borough Council  Hampshire County Council  Hart District Council  Royal Borough of Windsor and Maidenhead  Rushmoor Borough Council  Surrey County Council  Surrey Heath Borough Council  Waverley Borough Council</p>

<sup>18</sup> [\[ARCHIVED CONTENT\] \(nationalarchives.gov.uk\)](#)

<sup>19</sup> [Thames Basin Heaths Special Protection Area – Runnymede Borough Council](#)

	<p>Woking Borough Council Wokingham Borough Council</p> <p><b>Other bodies</b> Environment Agency Natural England National Highways (how their infrastructure will cope in heatwaves / flood events etc) Surrey Nature Partnership Surrey Wildlife Trust</p>
<b>Methods for Engagement</b>	<p>-Discussions on the TBHSPA will take place at Member level through the TBHSPA Joint Strategic Planning Board meetings, and at officer level through the TBHSPA Officer Working Group and Strategic Access Management and Monitoring (SAMM) Group meetings;</p> <p>- Meetings / discussions / correspondence (verbal and email) with neighbouring authorities / relevant bodies at officer level, and at Member level if necessary (and when appropriate) as strategy and policies are being developed; and,</p> <p>-Opportunity for written comments on proposed evidence, allocations and policies during the public consultation stages of the Local Plan.</p>
<b>Matter 5: Natural and Historic Environment</b>	<p>Habitats and ecological networks cross local authority boundaries and therefore require co-operation – see also Matter 4.</p> <p>The Borough contains a variety of sites of biodiversity and nature conservation importance including Special Areas of</p>

	<p>Conservation (SAC)<sup>20</sup>, Ramsar sites<sup>21</sup>, Sites of Special Scientific Interest (SSSI), Sites of Nature Conservation Importance (SNCI)<sup>22</sup>, Local Nature Reserves (LNR) and Ancient Woodlands<sup>23</sup>. The Borough's River systems and waterways also have an especially important role to play in nature conservation by providing natural habitat linkages via multi habitat wildlife corridors.</p> <p>A number of these valued areas of nature conservation could be impacted by delivering the Borough's housing needs, either through the direct development of these sites; through reducing the connectivity of nature by removing valuable green corridors; or if the increase in population has a significant negative impact on the conservation of these areas. Therefore, if appropriate mitigation is not put in place or new development is permitted which adversely affects protected sites, they could become threatened.</p> <p>The introduction of the Environment Act 2021 brings with it a mandatory requirement for development to meet a minimum 10% Biodiversity Net Gain (BNG). The mandatory BNG requirement came into effect in February 2024 for major sites and April 2024 for minor sites and can be delivered on-site, off-site through contributing towards local projects or through Biodiversity Credits towards larger strategic level projects. The Environment Act 2021 also</p>
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<sup>20</sup> [Special Areas of Conservation \(jncc.gov.uk\)](https://jncc.gov.uk/special-areas-of-conservation)

<sup>21</sup> [Ramsar Sites | JNCC - Adviser to Government on Nature Conservation](https://jncc.gov.uk/ramsar-sites)

<sup>22</sup> [Surrey Local Sites Partnership \(surreynaturepartnership.org.uk\)](https://surreynaturepartnership.org.uk)

<sup>23</sup> [Ancient woodland, ancient trees and veteran trees: advice for making planning decisions - GOV.UK \(www.gov.uk\)](https://www.gov.uk/guidance/ancient-woodland-ancient-trees-and-veteran-trees-advice-for-making-planning-decisions)

	<p>introduces a requirement for local authorities to prepare Local Nature Recovery Strategies (LNRs). As such, the issue is the identification of BNG projects and indirectly the implementation of LNRs.</p> <p>The Borough contains a number of heritage assets which join or straddle the borough boundary. This includes Windsor Great Park and Garden and the Basingstoke Canal Conservation Area which cross into other local authority areas and a number of assets in close proximity to the borough boundary. These assets therefore can potentially require cross boundary cooperation.</p>
<b>Who is involved?</b>	<p><b>Local authorities</b></p> <p>Elmbridge Borough Council  Guildford Borough Council  Royal Borough of Windsor and Maidenhead  Spelthorne Borough Council  Surrey County Council  Surrey Heath Borough Council  Waverley Borough Council  Woking Borough Council</p> <p><b>Other bodies</b></p> <p>Environment Agency  Greater London Authority (GLA)  Historic England  National Grid – not DTC consultee but will have views on connecting renewables to the network</p>

	<p>National Highways (how their infrastructure will cope in heatwaves / flood events etc)</p> <p>Natural England</p> <p>Network Rail</p> <p>Surrey Heartlands (health impacts of climate change and how the built environment should adapt)</p> <p>Surrey Nature Partnership</p> <p>Surrey Wildlife Trust</p> <p>Thames Water</p>
<b>Methods for Engagement</b>	<p>-Meetings / discussions with relevant local authorities and bodies during the preparation of any evidence base documents relating to the historic and/or natural environment, as appropriate;</p> <p>-Request comments from relevant local authorities and relevant bodies on draft evidence (including on methodologies to be employed where appropriate);</p> <p>- Meetings / discussions / correspondence (verbal and email) with neighbouring authorities/relevant bodies at officer level, and at Member level if necessary as appropriate as strategy and policies are being developed;</p> <p>-Opportunity for written comments on proposed evidence, allocations and policies during the public consultation stages of the Local Plan; and,</p> <p>-Engagement through joint working groups or other co-operative work with other partners.</p>

<b>Matter 6: Flooding</b>	<p>Flooding is a serious risk to large parts of Runnymede Borough. The potential impacts of all types of flooding must be assessed and their impact on delivering growth in the</p>
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	<p>Borough quantified as part of the evidence gathering prior to the formulation of the Council's Local Plan.</p> <p>In preparing the update to the Local Plan, the Council will need to identify the potential impacts of delivering the spatial strategy on all forms of flooding in the Borough and potential impacts in neighbouring authorities. This is particularly true in the case of Spelthorne, where the areas at risk of flooding from the River Thames extend into both boroughs.</p> <p>The other important cross boundary waterway is the Basingstoke Canal that flows through the southern part of the Borough.</p>
<b>Who is involved?</b>	<p><b>Local authorities</b></p> <p>Elmbridge Borough Council          Royal Borough of Windsor and Maidenhead          Spelthorne Borough Council          Surrey County Council (Lead Local Flood Authority)          Surrey Heath Borough Council          Woking Borough Council</p> <p><b>Other bodies</b></p> <p>Basingstoke Canal Authority          Environment Agency          Greater London Authority (GLA)          National Highways          Natural England          Network Rail          Surrey Nature Partnership          Thames Water</p>

	The Office of Rail and Road
<b>Methods for Engagement</b>	<ul style="list-style-type: none"> <li>-Meetings / discussions with Surrey County Council and the Environment Agency (and other relevant bodies) during the preparation of the SFRA;</li> <li>-Request comments from relevant local authorities and other bodies on the draft SFRA;</li> <li>- Meetings / discussions / correspondence (including verbal and email) with relevant authorities / bodies at officer level, and at Member level if necessary, as appropriate as strategy and policies are being developed;</li> <li>-Opportunity for written comments on proposed evidence, allocations and policies during the public consultation stages of the Local Plan;</li> <li>-Through the River Thames Scheme Programme Board; and</li> <li>-Through the River Thames Scheme Sponsoring Group.</li> </ul>

## Infrastructure

<b>Matter 7: Transport</b>	<p>The influence of Heathrow Airport on the wider area in terms of traffic generation is a cross boundary strategic issue, as is the prospect of the provision of a southern rail access to Heathrow Airport.</p> <p>In addition, Runnymede benefits from a strategic location at the junction of the M25 and M3 motorways. Local roads</p>
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	<p>include the A320 which runs from Guildford past the M25 junction 11 to Chertsey and Staines, the A30 which runs from Staines to Greater London and then down to the West Country and the A308 which runs from Egham to Hampton Court. Within Runnymede, National Highways is responsible for the strategic road network and Surrey County Council, as the Highways Authority, for the local road network.</p> <p>In preparing the update to the Local Plan, the Council will need to identify the potential impacts of delivering the Spatial Strategy on the highways network (including the Strategic Highway network), and identify with partners, any mitigation or highway infrastructure improvements and how this will be delivered.</p> <p>In addition, there will need to be joint working on any proposals for sustainable and active travel in order to join transport networks, including public transport, walking and cycling.</p>
<b>Who is involved</b>	<p><b>Local Authorities</b></p> <p>Elmbridge Borough Council          Royal Borough of Windsor and Maidenhead          Spelthorne Borough Council          Surrey Heath Borough Council          Woking Borough Council</p> <p><b>Other bodies</b></p> <p>Civil Aviation Authority          Greater London Authority (GLA)</p>

	<p>Heathrow Airport Holdings  Heathrow Strategic Planning Group  National Highways  Network Rail  Office of Rail and Road  Surrey County Council  Transport for London  Transport for the South East (TfSE)  Active Travel England</p>
<b>Methods for Engagement</b>	<p>-Meetings / discussions with relevant local authorities and bodies during the preparation of the evidence, as relevant, with the Infrastructure Delivery Plan and Transport Assessment being of particular relevance;  -Meetings/discussions / correspondence (verbal and email) with neighbouring authorities / relevant bodies at officer level, and at Member level if necessary as strategy and policies are being developed;  -Opportunity for written comments to be made on proposed evidence, allocations and policies during the public consultation stages of the Local Plan; and,  -Engagement through the Surrey Infrastructure Steering Group' (set up in 2022) who oversee the delivery of the Surrey Infrastructure Plan. Surrey also now holds individual meetings with LPAs - ours are via the RBC-SCC Joint Infrastructure Group meetings.</p>

<b>Matter 8: Social/Public Service Infrastructure (including Healthcare and Education)</b>	<p>Social infrastructure can include healthcare facilities, universities, early years, schools, post-16 and adult education facilities, major sports facilities, libraries, blue light facilities and criminal justice accommodation. Key strategic social infrastructure issues in Runnymede relate to healthcare and education. St Peter's Hospital lies within the Borough and serves a population of more than 410,000 people living in the boroughs of Runnymede, Spelthorne, Woking and parts of Elmbridge, Hounslow, Surrey Heath and beyond. The Royal Holloway University of London is also situated in Englefield Green to the north-west of the Borough.</p> <p>For Health Policy in Runnymede, the Surrey Heartlands Integrated Care Board (ICB) and Integrated Care Partnership (ICP) are the relevant bodies, as well as the Surrey and Borders Partnership NHS Foundation Trust for mental health and well-being matters.</p> <p>Regarding education, co-operation will be required with Surrey County Council as local education authority, with individual post-16 and adult education facilities and Royal Holloway University of London and may also be required with the neighbouring authorities as pupils may attend education facilities outside the Borough and vice versa.</p>
<b>Who is involved</b>	<p><b>Local Authorities</b></p> <p>Elmbridge Borough Council          Royal Borough of Windsor and Maidenhead          Spelthorne Borough Council          Surrey County Council</p>

	<p>Surrey Heath Borough Council Woking Borough Council</p> <p><b>Other bodies</b> Post-16 facilities such as local colleges and Royal Holloway University of London Local schools and/or Academy Trusts Early Years Settings Adult Education Settings NHS Surrey Heartlands Integrated Care Board and Integrated Care Partnership Primary Care Networks South East Coast Ambulance Service NHS Foundation Trust Surrey and Borders Partnership NHS Trust Surrey Environment Partnership Surrey Fire &amp; Rescue Service Surrey Police Sports England</p>
<b>Methods for Engagement</b>	<p>-Meetings / discussions with relevant local authorities and bodies during the preparation of the evidence, as appropriate, with the Infrastructure Delivery Plan being of particular relevance; -Meetings/discussions / correspondence (verbal and email) with neighbouring authorities / relevant bodies at officer level, and at Member level if necessary as appropriate as strategy and policies are being developed; -Opportunity for written comments to be made on proposed evidence, allocations and policies during the public consultation stages of the Local Plan; and,</p>

	<ul style="list-style-type: none"> <li>- Engagement through the Surrey Infrastructure Steering Group' (set up in 2022) who oversee the delivery of the Surrey Infrastructure Plan. Surrey also now holds individual meetings with LPAs – in Runnymede this is via the RBC-SCC Joint Infrastructure Group meetings.</li> <li>- Engagement through the Surrey Health &amp; Planning Forum, made up of Surrey's districts and boroughs, Surrey County Council public health team, and the local ICS and ICP.</li> </ul>
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<b>Matter 9: Utilities including water and waste water, and waste services</b>	<p>Many services and utilities are provided by private companies and organisations that are not listed as prescribed bodies however with whom we must cooperate to ensure that the necessary infrastructure is in place to support planned growth.</p> <p>Utilities infrastructure includes water supply, waste water, wastewater treatment, energy supply and telecommunications. These services and their associated infrastructure are provided by the private sector utility companies which operate within and around the Borough. Runnymede Borough Council is the waste collection authority and Surrey County Council is the waste disposal authority.</p> <p>In preparing the update to the Local Plan, consideration must be given to any cross-boundary network operation, water supply and wastewater, and waste disposal issues so that future requirements can be delivered.</p>
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	<p>Utility providers are not subject to the duty to co-operate, although the Council will need to work collaboratively with private sector bodies, utility and infrastructure providers in preparing the Local Plan. Joint working with infrastructure providers will be set out in the Utilities chapter of the Infrastructure Delivery Plan.</p>
<b>Who is involved</b>	<p><b>Local Authorities</b> Surrey County Council</p> <p><b>Other bodies</b> National Grid UK Power Networks Scottish and Southern Electricity Networks Cadent Gas Affinity Water Thames Water Digital Infrastructure Operators Surrey Environment Partnership</p> <p><b>Methods for Engagement:</b> -Meetings / discussions with relevant Surrey County Council Teams during the preparation of the evidence, as appropriate, with the Infrastructure Delivery Plan being of particular relevance; -Opportunity for written comments to be made on proposed evidence, allocations and policies during the public consultation stages of the Local Plan; and, - Engagement through the Surrey Infrastructure Steering Group' (set up in 2022) who oversee the delivery of the</p>



	Surrey Infrastructure Plan. Surrey also now holds individual meetings with LPAs – in Runnymede these are via the RBC-SCC Joint Infrastructure Group meetings.
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## Climate Change

<b>Matter 10: Climate Change</b>	<p>Climate change is an issue that is not constrained by local authority boundaries and affects the whole of the UK and the world. It needs to be addressed by local authorities but also at a wider scale. Along with many other adjoining local authorities, the Council has declared a climate emergency.</p> <p>Surrey County Council has adopted a Climate Change Strategy. Joint working on the Strategy is coordinated through the Surrey Infrastructure Steering Group. Runnymede Borough Council has also adopted a Climate Change Strategy and Climate Change Action Plan, and a member working group has been set up to coordinate the delivery of key actions set out within the Action Plan across the Council, many of which will fall outside the remit of the Local Plan.</p> <p>This Statement focuses solely on Local Plan measures to address Climate Change issues. The potential to require adaptation and mitigation measures will be considered when developing the next Local Plan for the area. Discussions around such measures are likely to occur as part of wider discussions carried out in relation to the cross</p>
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	boundary matters of Flooding, Health, the Natural Environment and Transport in particular.
<b>Who is involved ?</b>	<p><b>Local Authorities</b></p> <p>Bracknell Forest Borough Council  Elmbridge Borough Council  Guildford Borough Council  Hampshire County Council  Hart District Council  Royal Borough of Windsor and Maidenhead  Rushmoor Borough Council  Surrey Heath Borough Council  Waverley Borough Council  Woking Borough Council  Wokingham Borough Council  Spelthorne Borough Council  Surrey County Council</p> <p><b>Other bodies</b></p> <p>Active Travel England  Affinity Water  Environment Agency  Greater London Authority (GLA)  Heathrow Strategic Planning Group  Historic England  Natural England  National Grid  National Highways (how their infrastructure will cope in heatwaves / flood events etc)  Network Rail</p>

	<p>Surrey Heartlands (health impacts of climate change and how the built environment should adapt)</p> <p>SSEN</p> <p>Surrey Nature Partnership</p> <p>Thames Water</p> <p>UK Power Networks</p>
<b>Methods for Engagement</b>	<p>-It is envisaged that officer discussions will take place through meetings and correspondence with the relevant Local Authorities and other bodies;</p> <p>-Meetings / discussions / correspondence (verbal and email) with neighbouring authorities / relevant bodies at officer level, and at Member level if necessary (and when appropriate) as strategy and policies are being developed; and,</p> <p>-Opportunity for written comments on proposed evidence, allocations and policies during the public consultation stages of the Local Plan.</p>

## Other strategic matters

<b>Matter 11: Green &amp; Grey Belt</b>	<p>All land outside the settlement areas in the Borough is designated as Metropolitan Green Belt, which accounts for over 74% of the total land area. National planning policy restricts the amount and type of development that is defined as 'appropriate' in the Green Belt. The high percentage of</p>
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	<p>Green Belt land in the Borough is likely to restrict the amount of development that can be delivered over the Plan period.</p> <p>The NPPF (2024) introduces a new concept of Grey Belt. This is land in the Green Belt which may or may not be previously developed and which does not strongly contribute to Green Belt purposes and where a wider range of development can be appropriate including residential and/or commercial development.</p> <p>If during the preparation of the emerging Local Plan it becomes apparent that Runnymede cannot meet identified housing and employment land requirements on land within its urban areas it may be necessary to consider whether these needs could be met through the release of land identified as Grey Belt and/or Green Belt land in line with NPPF paragraphs 145 &amp; 148. These paragraphs require that exceptional circumstances to release Green Belt have been demonstrated and that where it is necessary to release Green Belt, a sequential approach of previously developed land (PDL), Grey Belt then Green Belt should be considered.</p> <p>The Green Belt in Runnymede is part of the first substantial area of open land on the southwest edge of the London Metropolitan area. The 1988 Department of the Environment booklet, The Green Belts, notes that this</p>
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	<p>western sector of Green Belt (outside London) is the ‘most seriously fragmented of all’. As such, cooperation is required to protect it from further erosion and/or ensure that if any release is necessary to meet development needs this is done in a coordinated and strategic manner taking account of the need to identify Grey Belt and achieve sustainable patterns of development.</p>
<b>Who is involved?</b>	<p><b>Local authorities</b></p> <p>Elmbridge Borough Council          Guildford Borough Council          Royal Borough of Windsor and Maidenhead          Spelthorne Borough Council          Surrey County Council          Surrey Heath Borough Council          Waverley Borough Council          Woking Borough Council</p> <p><b>Other bodies</b></p> <p>Greater London Authority (GLA)</p>
<b>Methods for Engagement</b>	<p>- Potential for collaboration with neighbouring authorities on joint Green/Grey Belt review, particularly in the light of the proposals for unitary councils contained in the Devolution White Paper;</p>

	<ul style="list-style-type: none"> <li>-Meetings / discussions with relevant local authorities and bodies during the preparation of a Green/GreyBelt Review, as required;</li> <li>-Request comments from relevant local authorities and relevant bodies on draft evidence (including on methodologies to be employed where appropriate);</li> <li>- Meetings / discussions / correspondence (verbal and email) with neighbouring authorities/relevant bodies at officer level, and at Member level if necessary as appropriate as strategy and policies are being developed;</li> <li>-Opportunity for written comments on proposed evidence, allocations and policies during the public consultation stages of the Local Plan; and,</li> <li>-Engagement through joint working groups or other co-operative work with other partners.</li> </ul>
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## Matter 12: Minerals and waste

- 12.1 It is considered that minerals and waste development does not necessitate its own chapter in this Scoping Framework as officers at Runnymede Borough Council do not envisage that there will be any policies in the Local Plan relating to waste or minerals development. This is on the basis that SCC is the Mineral Planning Policy and Waste Planning Authority for Surrey and has a number of adopted plans

and policies<sup>24</sup> that make provision for waste facilities and future mineral extraction across the County, whilst aiming to minimise the impact on local communities and the environment.

- 12.2 Furthermore, as noted elsewhere in this document, the Council is currently producing the evidence base necessary to underpin its updated Local Plan, however it is not currently proposed that any new or updated evidence relating to the minerals or waste development in Runnymede is required.
- 12.3 Runnymede Borough Council will however continue to monitor the engagement with SCC relating to minerals and waste development over the course of Plan preparation and if at any time it is felt that a bespoke chapter is needed in the Council's DtC documentation on minerals developments, one will be produced.
- 12.4 It is currently envisaged that the main methods of engagement for matters relating to minerals and waste development during Plan preparation will be as follows:
- Meetings / discussions / correspondence (verbal and email) with SCC at officer level, and at Member level as appropriate, as strategy and policies are being developed; and,
  - Opportunity for written comments on proposed evidence, allocations and policies during the public consultation stages of the Local Plan.

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<sup>24</sup> [Minerals and waste policies and plans - Surrey County Council \(surreycc.gov.uk\)](https://www.surreycc.gov.uk/minerals-and-waste-policies-and-plans)