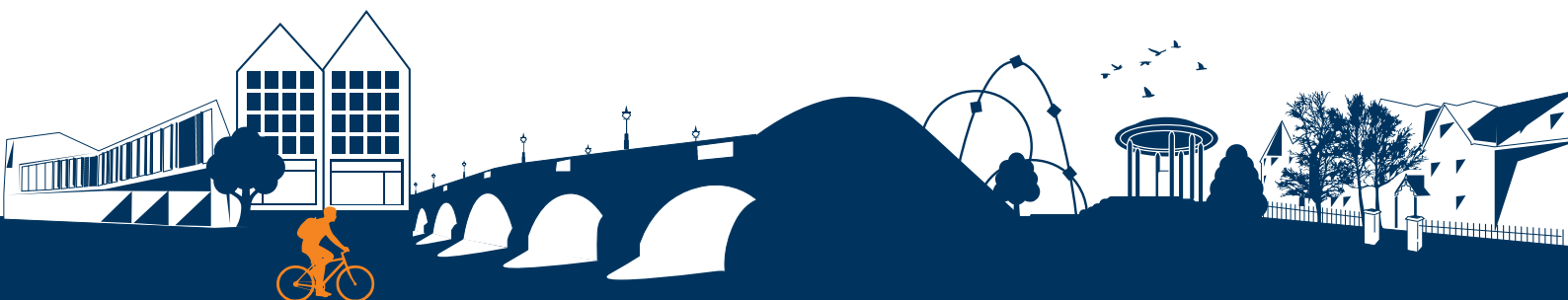


New Runnymede Local Plan

Sustainability Appraisal
(incorporating Strategic
Environmental
Assessment)
Scoping Report

September 2026



What should
Runnymede look like
in the **future?**



New Runnymede Local Plan

**Sustainability Appraisal incorporating Strategic
Environmental Assessment**

Scoping Report

September 2026

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Foreword

The new Local Plan for the Runnymede area will replace the current 2030 Local Plan and will set out the quantum of development expected to come forward over a minimum 10 year plan period (10 years from date of adoption) within the Runnymede area including housing, employment and retail development as well as allocating land for development. It will also contain the policies against which individual planning applications will be considered and along with other plans such as Neighbourhood Plans and the Minerals and Waste Plans for Surrey form the Development Plan for the Runnymede area.

The Local Plan will be a new Local Plan updating, replacing or deleting policies of the 2030 Local Plan. In preparing the new Local Plan, the Council may introduce new policies and/or land allocations as well as update or roll forward some, all or none of the policies/allocations of the 2030 Local Plan depending on whether they are still necessary and up to date and do not duplicate National Decision Making policies set out in the NPPF¹.

Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA) are now an integral part of producing planning documents. The purpose of SA/SEA is to consider the likely economic, social and environmental effects of implementing a plan or programme and any reasonable alternatives, taking into account the objectives and geographical scope of the plan or programme.

The Council are aware that Schedule 7 of the Levelling Up & Regeneration (LURA) Act 2023 removes the requirement for undertaking Sustainability Appraisal for Local Plans by substituting Section 19 of the Planning & Compulsory Purchase Act (PCPA) 2004 (as amended). However, Section 39 of the PCPA still holds that authorities preparing a plan must do so “with the objective of contributing to the achievement of sustainable development”. As such, the Council considers that there is still value in undertaking SA to demonstrate compliance with Section 39 of the PCPA and to inform the sustainability of the proposed plan in general.

The government has also set out an intention to replace SA & SEA for Local Plan making with a new system of Environmental Outcome Reports (EOR). This is set out in Part 6 of the LURA 2023². However, the details for when and how EORs should be prepared have been left to future regulations which have not yet been published. Therefore, whilst SA is no longer a requirement of plan making SEA still is. As set out in the reasons above, Runnymede will continue to prepare a SA which incorporates SEA and therefore will continue to prepare SA/SEA Reports at the required stages of plan making.

Furthermore, whilst a new plan making system has been introduced in England, Regulation 34 of the Town & Country Planning (Local Planning)(England) Regulations 2026³ still requires the submission of an environmental report under the Environmental Assessment of Plans & Programmes Regulations 2004⁴. The need for an environmental assessment to inform the preparation of plans, where legally required, is reiterated in Policy PM6 of the new National Planning Policy Framework (August 2026).

¹ National Planning Policy Framework 2026, Available at <https://www.gov.uk/guidance/national-planning-policy-framework>

² Levelling Up & Regeneration Act 2023. Available at <https://www.legislation.gov.uk/ukpga/2023/55>

³ Town & Country Planning (Local Planning)(England) Regulations 2026. Available at: <https://www.legislation.gov.uk/uksi/2026/186/contents/made>

⁴ Environmental Assessment of Plans & Programmes Regulations 2004. Available at: <https://www.legislation.gov.uk/uksi/2004/1633/contents>

Government guidance⁵ on the 30-month Local Plan process also sets out that prior to the 30-month Local Plan timetable starting, authorities should gather baseline environmental information to help establish the baseline for the environmental report to support the SEA. Whilst the guidance also recommends that authorities carry out scoping for the Environmental Report at the Plan Content and Evidence Stage (subsequent stage after Local Plan Scoping), the Council are of the opinion that SEA Scoping should take place at the same time as Local Plan Scoping in order to meet the requirements of the Environmental Assessment of Plans & Programmes Regulations 2004. There is nothing in the government's guidance that states that these two scoping exercises cannot be published and consulted on at the same time.

This SA/SEA Scoping Report of the new Local Plan is therefore the first stage of SA/SEA. In essence this report:

Identifies other relevant plans, policies and programmes and their key messages/objectives;

Collects and reviews sustainability and environmental baseline data and trends;

Identifies any social, economic and environmental issues and problems; and

Sets out the SA/SEA objectives and the Sustainability Framework for future iterations. If you have any queries or require any further information on the SA Scoping Report please call the Planning Policy Team on 01932 425131 or email planningpolicy@runnymede.gov.uk

⁵ 30 Month Local Plan Process: An Overview. Available at: <https://www.gov.uk/guidance/30-month-local-plan-process-an-overview>

1. Introduction & Methodology

Sustainable Development

- 1.1 There are many definitions of sustainable development however the most common and widely accepted is that adopted by the World Commission on Environment and Development's 1987 Brundtland report 'Our Common Future' as:

"Development that meets the needs of the present without compromising the ability of future generations to meet their own needs"

- 1.2 There is now an international commitment to achieving sustainable development through the 2030 Agenda for Sustainable Development, a global agreement reached through the UN which sets out 17 sustainable development goals. The goals have been set out in the UK Government's Agenda 2030: Delivering the Global Goals⁶ which also sets out a number of priority outcomes relevant to the Local Plan making process such as:

- building confidence in the transport network and ensure it is safe, reliable and inclusive;
- tackle climate change and improve air quality by decarbonising transport;
- improve the environment through cleaner air and water, minimised waste and thriving plants and terrestrial and marine wildlife;
- reduce UK greenhouse gas emissions to net zero by 2050;
- deliver economic growth to all nations and regions of the UK through attracting and retaining inward investment;
- more better quality, safer, greener and more affordable homes;
- reduce the likelihood and impact of flooding and coastal erosion on people, businesses, communities and the environment;

- 1.3 The principles of sustainable development are also set out within the National Planning Policy Framework (NPPF)⁷. Paragraph 17 of the NPPF states that achieving sustainable development means that the planning system has three overarching objectives as follows:

- an economic objective - to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
- a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible community facilities, public service infrastructure and open spaces that reflect current and future needs and support communities' health, social

⁶ Agenda 2030: Delivering the Global Goals (2017) Department for International Development. Available at: <https://www.gov.uk/government/publications/agenda-2030-delivering-the-global-goals>

⁷ National Planning Policy Framework (2026) MHCLG. Available at <https://www.gov.uk/guidance/national-planning-policy-framework>

and cultural well-being;

- an environmental objective – to support efforts to mitigate and adapt to climate change, including moving to a low carbon economy; and to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently and minimising waste and pollution.

- 1.4 The NPPF explains that these three objectives are interdependent and need to be pursued in mutually supportive ways, so that opportunities can be taken to secure net gains across each objective.

Sustainability Appraisal and Strategic Environmental Assessment

- 1.5 Section 19(5) of the Planning & Compulsory Purchase Act 2004 (as amended)⁸ required that an appraisal of the sustainability of Local Plans is undertaken with a report of the findings prepared. The Levelling Up & Regeneration Act (LURA) 2023, now removes the requirement for SA, however Runnymede considers that there is value in carrying on the SA process. The Town and Country Planning (Local Planning) (England) Regulations 2026 requires the submission of an environmental report with the Local Plan.
- 1.6 Under the Environmental Assessment of Plans & Programmes Regulations 2004 (hereafter referred to as the SEA Regulations), specific types of plans that are likely to have significant environmental effects must be subject to environmental assessment. There are exceptions to this requirement for plans that determine the use of a small area at a local level and for minor modifications if it has been determined that the plan is unlikely to have significant environmental effects.
- 1.7 In accordance with the provisions of the SEA Regulations, the Council determines that an SEA is required for the new Local Plan of the Runnymede area as it considers that it sets the framework for future development consent, is not for the use of a small area at a local level or only prescribes minor modifications. The SEA of the Local Plan will be combined with the SA as the two processes align with one another.
- 1.8 The Council also considers that the new Local Plan requires an assessment as to its effect on the National Site Network (formerly known as Natura 2000 sites) of biodiversity importance such as Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Ramsar sites. This will be set out in a separate Habitats Regulation Assessment (HRA) at the proposed plan stage of plan preparation.

The Purpose of SA/SEA

- 1.9 The purpose of SA/SEA is to identify and assess the likely significant social, economic and environmental effects of implementing a plan or programme including an assessment of alternative options or approaches.
- 1.10 For the Scoping Assessment of SA/SEA, the purpose is to describe the current social, economic and environmental status of the area, identify any social, economic and/or environmental problems/issues which the new Local Plan could help to address and the identification of a Sustainability Framework. The Sustainability Framework is a

⁸ Planning & Compulsory Purchase Act 2004. Available at <https://www.legislation.gov.uk/ukpga/2004/5/contents>

series of social, economic and environmental objectives against which future plan options and approaches will be appraised.

The SA/SEA Methodology

- 1.11 Paragraph 013 of the Planning Practice Guidance (PPG) on Strategic Environmental Assessment & Sustainability Appraisal⁹ sets out a flowchart highlighting the process to follow at each stage of SA/SEA. The flowchart sets out five stages (stages A to E) which is shown in Table 1-1.

Table 1-1: Stages of Sustainability Appraisal

Stage A	Setting the context and objectives, establishing the baseline and deciding on the scope
Stage B	Developing and refining alternatives and assessing effects
Stage C	Preparing the Sustainability Report (including requirements of SEA)
Stage D	Seek representations on the Sustainability Appraisal Report
Stage E	Post adoption reporting & monitoring

- 1.12 This SA/SEA Report focuses on stage A in the flowchart, set out in paragraph 013 of the PPG, namely the Scoping stage. The key tasks to be undertaken at each stage of the Scoping exercise are highlighted in the PPG flowchart and repeated in Table 1-2. In terms of Stages B, C & D in Table 1-1, this is an iterative process and will be undertaken at future stages of plan preparation with Stage E undertaken following adoption of the new Local Plan.

Table 1-2: Stage A – Key Tasks

A1	Identify other relevant policies, plans & programmes, and sustainability objectives
A2	Collect baseline information
A3	Identify sustainability issues & problems
A4	Develop the sustainability appraisal framework
A5	Consult the consultation bodies on the scope of the Sustainability Appraisal Report

- 1.13 In addition to the stages and tasks set out in Tables 1-1 and 1-2, the SEA Regulations require certain information to be covered by the environmental report (or SA Report). In order to ensure compliance with the SEA Regulations it is necessary to highlight which sections of this report cover the criteria required by an environmental report as set out within the SEA Regulations. Paragraph 004 of the PPG on SEA & SA sets out an SEA Regulations requirements checklist which is reproduced in Table 1-3. Table 1-3 also identifies where in the report these requirements have been dealt with and those which will be left to future iterations of the SA/SEA process.

⁹ Planning Practice Guidance: Strategic Environmental Assessment & Sustainability Appraisal (MHCLG) 2020. Available at: <https://www.gov.uk/guidance/strategic-environmental-assessment-and-sustainability-appraisal>

Table 1-3: Compliance with the SEA Regulations

SEA Regulations Requirement	Section of Scoping Report
Schedule 2	
a) An outline of the contents, main objectives of the plan or programme, and relationship with other relevant plans and programmes.	Sections 1 & 2 of this report and Appendix A.
b) The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme.	Sections 3 to 14 of this report
c) The environment characteristics of areas likely to be significantly affected.	Sections 3 to 14 of this report
d) Any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 2009/147/EC (Conservation of Wild Birds) and 92/43/EEC (Habitats Directive).	Sections 3 to 14 of this report
e) The environmental protection objectives, established at international, Community or national level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation.	Sections 2-14 of this report and Appendix A
f) The likely significant effects on the environment, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscapes and the interrelationship between the above factors. These effects should include secondary, cumulative, synergistic, short, medium and long-term permanent and temporary, positive and negative effects.	N/A at scoping stage. To be included in future iterations of SA/SEA
g) The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme.	N/A at scoping stage. To be included in future iterations of SA/SEA
h) An outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information.	N/A at scoping stage. To be included in future iterations of SA/SEA
i) A description of measures envisaged concerning monitoring in accordance with regulation 17.	N/A at scoping stage. To be included in future iterations of SA/SEA
j) A non-technical summary of the information provided under the above headings.	N/A at scoping stage. To be included in future iterations of SA/SEA
Preparation of environmental report that identifies describes & evaluates likely significant effects on the environment of implementing the plan or programme and reasonable alternatives taking into account the objectives and geographical scope of the plan or programme (Regulation 12(2)).	Geographical scope of Local plan included in Section 1. Other aspects to be included in future iterations of SA/SEA.

SEA Regulations Requirement	Section of Scoping Report
Report shall include such of the information referred to in Schedule 2 as reasonably required, taking into account current knowledge, methods of assessment, contents and level of detail in the plan or programme, stage in the decision-making process and extent to which certain matters are more appropriately assessed at different levels in the process to avoid duplication of the assessment (regulation 12(3)). Information may be provided by reference to relevant information obtained at other levels of decision-making (regulation 12(4)).	See above where applicable
When deciding on the scope and level of detail of information to be included in the environmental report the consultation bodies should be consulted (regulation 12(5)).	TBC
As soon as reasonably practicable after their preparation, the draft plan or programme and environmental report shall be sent to the consultation bodies and brought to the attention of the public, who should be invited to express their opinion. The period within which opinions must be sent must be of such length as will ensure an effective opportunity to express their opinion.	N/A at Scoping stage but Scoping Report available for comment by the public and consultation bodies during consultation of Local Plan Scoping
As soon as reasonably practicable after the plan or programme is adopted, the consultation bodies, the public and the Secretary of State shall be informed and the following made available: • the plan or programme adopted • the environmental report • a statement summarising: (a) how environmental considerations have been integrated into the plan or programme; (b) how the environmental report has been taken into account; (c) how opinions expressed in response to: (i) the invitation referred to in regulation 13(2)(d); (ii) action taken by the responsible authority in accordance with regulation 13(4), have been taken into account; (d) how the results of any consultations entered into under regulation 14(4) have been taken into account; (e) the reasons for choosing the plan or programme as adopted, in the light of the other reasonable alternatives dealt with; and (f) the measures that are to be taken to monitor the significant environmental effects of the implementation of the plan or programme. (regulation 16)	N/A at Scoping stage. To be undertaken after adoption of the Local Plan.
Monitoring of significant environmental effects of the plan's or programme's implementation with the purpose of identifying unforeseen adverse effects at an early stage and being able to undertake appropriate remedial action (regulation 17 (1)). Monitoring arrangements may comprise or include arrangements established for other purposes (regulation 17 (2)).	N/A at scoping stage. To be included in future iterations of SA/SEA

Area Description

- 1.14 The area of Runnymede lies around 20 miles south west of central London in the north-west corner of Surrey. The Runnymede area adjoins with what will be, from the 1st April 2027, the former Surrey authorities of Spelthorne to the north, Woking to the south as well as Surrey Heath to the west which along with Guildford and Waverley form the new West Surrey Unitary authority. The Royal Borough of Windsor & Maidenhead in Berkshire lies to the west and former Surrey area of Elmbridge which will be within the East Surrey Unitary Authority area. The eastern half of the Runnymede area is mainly urban in character containing the main settlements of Addlestone, Chertsey, Egham and smaller settlements of Thorpe, Woodham & New Haw. The western half has a more dispersed pattern of development containing the smaller settlements of Englefield Green, Longcross, Ottershaw, Virginia Water and settled area of Lyne. Each settlement area is surrounded by and separated from each other by the Green Belt (with Lyne washed over by the Green Belt) which covers the rest of Runnymede outside of its urban areas. In total the Runnymede area covers some 78 square kilometres.
- 1.15 Outside of its urban areas, the Runnymede area can be defined by four main landscape types¹⁰. The east of the Runnymede area is defined by river floodplain and river valley which has been subject to urban development and mineral extraction over time. The western area of Runnymede is characterised by settled & wooded sandy farmland and sandy woodland which lie close to areas of lowland heathland outside of Runnymede but within other areas of West Surrey forming part of the Thursley, Ash, Pirbright and Chobham Common Special Area of Conservation (SAC) which forms part of the wider Thames Basin Heaths Special Protection Area (SPA). Chobham Common is also a National Nature Reserve (NNR). There are numerous areas of ancient woodland, predominantly in the west of Runnymede as well as priority habitat comprised mostly of deciduous woodland and lowland meadows.
- 1.16 There are five Sites of Special Scientific Interest (SSSI) in Runnymede, two of which at Windsor Forest and at Thorpe Park no.1 Gravel Pit have also been designated at an international level and form part of the Windsor Forest & Great Park Special Area of Conservation (SAC) and the South West London Waterbodies Special Protection Area (SPA) and Ramsar. SACs and SPAs were collectively previously known as Natura 2000 sites but are now known as the National Site Network upon the UK exiting the EU. The other three SSSI are Langham Pond at Egham/Englefield Green, Thorpe Hay Meadow in Thorpe and part of the Basingstoke Canal in Woodham and the Woking area of West Surrey.
- 1.17 There are also numerous locally designated Sites of Nature Conservation Importance (SNCI) and two designated Local Nature Reserves (LNR) at Riverside Walk in Virginia Water and Chertsey Meads in Chertsey which also functions as Suitable Accessible Natural Greenspace (SANG) as mitigation for the Thames Basin Heaths SPA along with other SANG areas in Runnymede at St Ann's Hill in Chertsey and Homewood Park, Timber Hill, Hare Hill and Queenswood in Ottershaw. St Ann's Hill is also designated as a Park & Garden of Special Historical Interest as is St Ann's Court, Woburn Farm in Addlestone, Windsor Great Park: Virginia Water Lake, Savill Gardens & Valley Garden in Englefield Green/Virginia Water, Great Fosters in Egham, the Kennedy Memorial Landscape in Englefield Green. Runnymede also contains Runnymede Meadows, the historic site of the sealing of Magna Carta in 1215.

¹⁰ Surrey Landscape Character Assessment (HDA) 2015. Available at: <https://www.surreycc.gov.uk/land-planning-and-development/countryside/strategies-action-plans-and-guidance/landscape-character-assessment>

- 1.18 Other heritage assets in Runnymede include the Grade I listed Royal Holloway College, Royal Holloway Sanatorium and Runnymede Park as well as a number of Grade II* and Grade II listed and locally listed buildings and structures. There are also eight Scheduled Ancient Monuments and eight conservation areas as well as numerous areas of high archaeological importance.
- 1.19 The eastern and northern boundaries of the Runnymede area are formed by the river Thames and river Wey and consequently much of the eastern area of Runnymede falls within the functional floodplain and/or areas at a greater risk of fluvial flooding.
- 1.20 The M25 and M3 motorways are major strategic transport routes which cross through Runnymede north/south and east/west. Other major highways which run through Runnymede include the A30 from the Blackwater Valley to Egham, the A320 which connects Woking with Junction 11 of the M25 and Chertsey through to Staines-upon-Thames, the A317 which connects Junction 11 of the M25 to Weybridge and the A318 connecting Byfleet with Addlestone and Junction 11 of the M25.
- 1.21 Runnymede is served by six rail stations at Addlestone, Byfleet & New Haw, Chertsey, Egham, Longcross and Virginia Water. Egham, Longcross and Virginia Water are served by the Reading-Waterloo route, Addlestone and Chertsey by the Weybridge-Waterloo route and Byfleet & New Haw by the South West main line.
- 1.22 Heathrow Airport lies around 4km to the north east of the Runnymede area at its closest point and is a major airport for both commercial passenger and freight flights. Fair Oaks Airport lies to the south-west of Ottershaw just outside of the Runnymede area and is used for private flights and training.
- 1.23 The Runnymede area is served by three town centres at Addlestone, Chertsey and Egham which are the main retail centres for the area and along with five strategic employment areas in Addlestone, Chertsey, Egham and Longcross are the main centres for employment in Runnymede. There are a range of major employers in the Borough including (but not limited to) St Peter's Hospital in Chertsey, Royal Holloway University of London in Englefield Green, the Animal and Plant Health Agency (APHA) in New Haw, Gartner in Egham and Samsung in Chertsey.

The new Runnymede Local Plan

- 1.24 The new Runnymede Local Plan will be the document which sets out growth ambitions for the Runnymede area over a minimum 10 year plan period (from date of adoption). It will set out a vision for the Runnymede area and contain a number of objectives on how to reach that vision as well as set out the expected number of new homes, employment and retail floorspace and infrastructure to come forward over that period. The new Local Plan will also allocate land for development and set out a number of strategic and where appropriate local policies to guide growth in the Runnymede area and to determine planning applications.
- 1.25 The new Local Plan will replace the 2030 Local Plan adopted in July 2020. In preparing the new Local Plan the Council will need to consider a vision, objectives, measurable outcomes and a spatial strategy. It will also include the policies for development needs, including housing, employment and retail based on up-to-date evidence. The new Local Plan will also consider whether any of the 2030 plan policies should be taken forward into the new Local Plan (with updates as necessary), deleted if they are considered no longer relevant and/or whether any new policies should be added. Any policy should not repeat the National Decision Making Policies set out in the NPPF.

- 1.26 In the main, the new Local Plan policies will be strategic in nature, setting the parameters for development needs across the Runnymede area and which would need to be reflected in Neighbourhood Plans. However, it will also update or include new local policies for the Runnymede area or specific topics where justified by evidence and where these do not repeat National Decision Making Policies. These local policies would sit alongside any made Neighbourhood Plan policies but be non-area specific, leaving Neighbourhood Plans to make their own area specific local policies.
- 1.27 It is important to set out at this stage what the new Local Plan must do, what it can't do and what ideally it should do.
- 1.28 The new Local Plan must set out a vision, objectives and measurable outcomes for the Runnymede area as well as the strategic planning policies to guide development over the minimum 10 year plan period. The policies themselves will be new or derived in whole or in part from the 2030 Local Plan to ensure they reflect up to date evidence on development needs and the most recent National Planning Policy Framework (NPPF) on issues such as housing, employment and retail as well as the natural environment. The new Local Plan will also determine if additional development is required and consider allocating land to meet development needs.
- 1.29 The new Local Plan must also contribute to the mitigation and adaptation of climate change. Preparation of the plan must also consider the social, economic and environmental effects of the plan and any significant issues that arise, including where mitigation may be required through this Sustainability Appraisal process and the impact of the Plan on the National Site Network through a Habitats Regulations Assessment.
- 1.30 The new Local Plan should also ideally set out information regarding what will be expected on any allocated land, for example by setting out policies which include site capacity, infrastructure requirements, phasing etc. This will help to guide future planning applications.
- 1.31 The new Local Plan cannot allocate land or guide development outside the geographic scope of the Local Plan area. It also cannot pursue policies for issues or problems which are beyond the scope of planning to deal with, such as financial matters, agricultural practices, animal welfare etc.
- 1.32 The government has introduced a set of National Decision-Making Policies (NDMPs) within the new NPPF, which are a material consideration in planning decisions and should be read alongside policies in the Local Plan. Local Plan policies can set out further detail on locally-specific standards and criteria which development must follow to be considered acceptable.
- 1.33 The NDMPs seek to address the more important nationwide issues on how development should be built and government have made it clear that Local Plans should not repeat NDMPs. Therefore, policy issues covered by NDMPs will not appear in the Local Plan unless evidence suggests a locally specific issue requires addressing and is not covered by a made Neighbourhood Plan.
- 1.34 NDMPs will therefore need to be taken into account in this Scoping Report in terms of whether any sustainability issues identified should be dealt with by local or national development management policies. Future iterations of SA/SEA will also need to take account of the national development management policies when determining the performance of policy options.
- 1.35 The new planning system has also introduced a requirement for strategic level plans at a sub-regional scale, known as Spatial Development Strategies (SDS). SDS will form part of the development plan alongside Local, Neighbourhood and Waste & Minerals

plans. Local Plans will need to conform with any SDS for the sub-regional area, including the quantum of development for that Local Plan area. Government has confirmed that a SDS should be prepared to cover the whole of the Surrey area (covering both the new East & West Surrey Unitary Authority Areas). An SDS will also need to be subject to some form of environmental assessment which could in turn inform future iterations of Local Plan level SA/SEA. Currently, there is no SDS in place for Surrey, although one could emerge during preparation of the Runnymede Local Plan and this will need to be monitored to ensure conformity. The new planning system does not however preclude Runnymede from preparing a Local Plan ahead of an SDS.

- 1.36 The area of Runnymede in its wider surrounds is shown in Figure 1 and the geographic scope of the new Local Plan is shown in Figure 2. The neighbouring areas of Spelthorne, Woking and Surrey Heath along with Runnymede and the areas of Guildford and Waverley will form the West Surrey Unitary Authority from 1st April 2027, however the geographic scope of the plan is as set out in Figures 1 & 2 as it relates only to the Runnymede area. The neighbouring area of Elmbridge will form part of the new East Surrey Unitary Area.

Figure 1: Runnymede in Wider Context

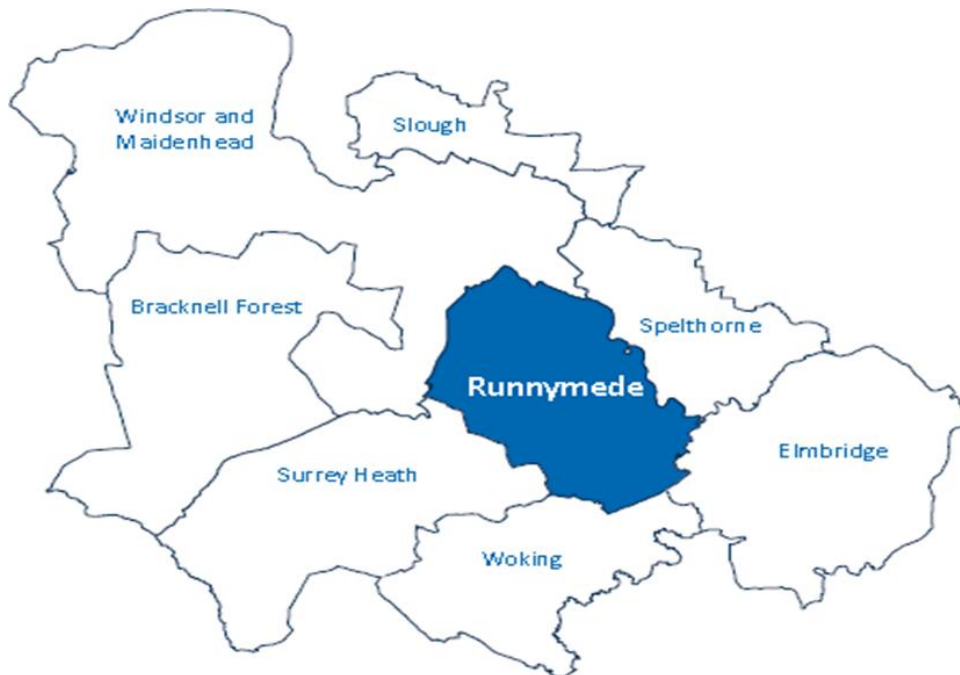
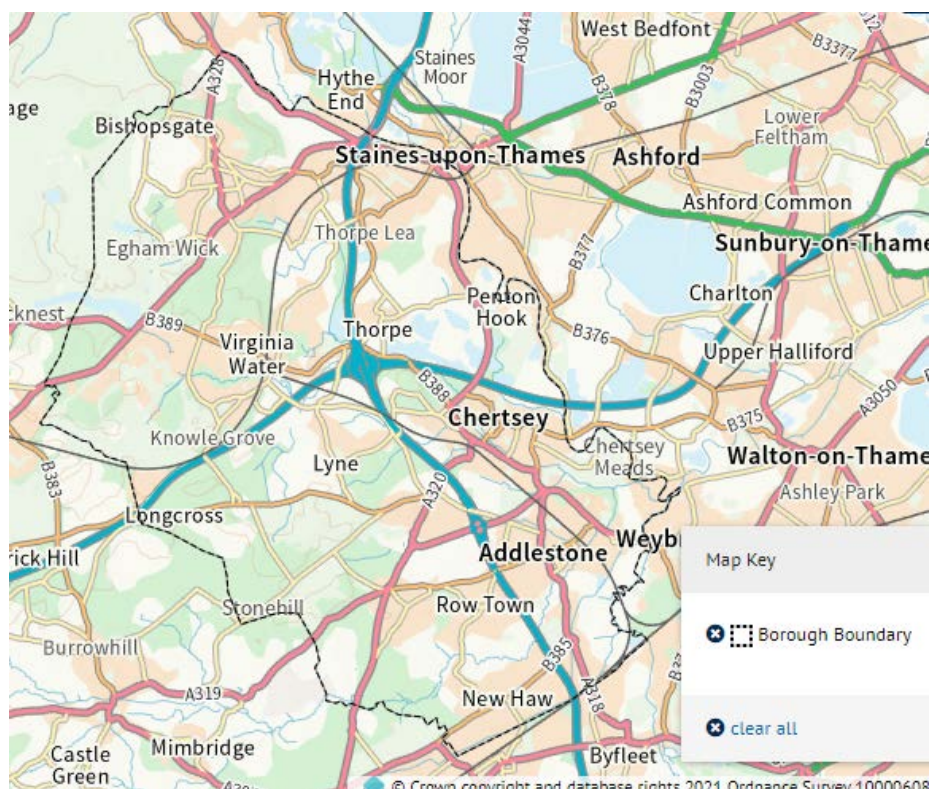


Figure 2: Geographic Scope of the New Runnymede Local Plan



SA/SEA and the new Local Plan

- 1.37 This SA/SEA Scoping Report forms the first stage of SA/SEA for the new Runnymede Local Plan and deals with in turn each of the tasks identified in Table 1-2. This Scoping Report uses the Sustainability Appraisal (including SEA) Scoping Report prepared for the Runnymede 2030 Local Plan in 2014 and the Scoping Report prepared in 2022 for the 2030 Local Plan Review as a starting point and updates and builds on the information in those reports.
- 1.38 Between the time of the Local Plan Scoping consultation and first formal stage of Local Plan preparation, the government may introduce regulations to replace the requirement for Sustainability Appraisal with a requirement for Environmental Outcome Reports (EORs) instead. If this is the case the Council will review the regulations to determine if Local Plan preparation can continue with further iterations of SA under transitional arrangements or whether new style EORs will be required (if introduced).

2. Review of Relevant Plans, Policies & Programs

Introduction

- 2.1 The scoping stage of SA/SEA involves establishing the context in which the new Local Plan is being prepared. This requires the identification and review of other relevant plans or programmes, assessing the social, economic and environmental baseline and future trends in the absence of the new Local Plan, identifying environmental problems and setting the Sustainability Framework. These aspects are set out within this section.
- 2.2 In reviewing plans and programmes, the most relevant to the new Local Plan have been reviewed for their sustainability/environmental objectives or key messages as updated from the 2014 and 2022 Scoping Reports. A summary of the key messages and objectives of relevant plans and programmes are set out in Table 2-1 with the full table set out in Appendix A. This has taken account of Schedule 2 of the SEA Regulations which require:
- An outline of the contents, main objectives of the plan or programme, and relationship with other relevant plans and programmes;
 - The environmental protection objectives, established at international, Community or national level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation.
- 2.3 The Government abolished Regional Strategies (in the south east of England this was the South East Plan) in 2012 but saved several policies from the Plan which are still in force. As such, relevant saved policies from the South East Plan still remain part of the statutory development plan and have therefore been taken into account in the list of plans and programmes.
- 2.4 Since the 2030 Local Plan SA Scoping Report was published in 2014, the UK left the European Union (EU). A number of EU policies, plans and programmes (PPPs) were cited in the 2014 Scoping Report which no longer apply to the UK; however a number of EU PPPs have been transposed into UK law or other policies and are still relevant. This was reflected in the 2022 SA Scoping Report by presenting the UK PPP and its key messages/objectives but not the EU publication. This approach has been continued in this SA Scoping Report.

Table 2-1: Relevant Plans and Programmes and Sustainability Objectives/Key Messages

Summary of other Plans, Policies & Programmes Objectives and Key Messages
Summary of the Local Plan's (LP) relationship to Biodiversity
The new Local Plan should, as far as it is able to do so and without repeating national development management policies, retain, strengthen or include policies/actions to aid in the protection and enhancement of biodiversity by minimising risks to habitat condition, fragmentation and loss as a result of development. The Local Plan should seek to provide net gains in biodiversity in line with national planning policy, retain and enhance priority habitats, support Local Nature Recovery Strategy priorities and contribute to resilient ecological networks. The Local Plan should also seek to protect, enhance and provide a coherent green/blue infrastructure network and connectivity taking account of Natural England's GI Framework and/or any local GI Strategies. A Habitat Regulations Assessment (HRA) will need to be undertaken. The SA should include objectives that addresses protection and enhancement of biodiversity, habitats, green/blue infrastructure and consideration of ecosystem services and ecological networks as well as biodiversity net gains in line with national planning policy. The SA should carefully consider the location of potential allocations and consider other policy effects which could impact upon biodiversity and the green/blue infrastructure network.
Summary of the Local Plan's (LP) relationship to Population & Human Health
The new Local Plan, as far as it is able to do so, and without repeating national development management policies should retain, strengthen and/or implement policies/actions to prioritise health & well-being, through encouraging and/or creating opportunities for physical exercise for all abilities, creating healthier choices, provision of affordable housing and housing for different groups of the population and by providing a good quality built environment and well-designed communities which are safe and accessible by walking, cycling and public transport. The SA framework should include objectives addressing the need to protect human health and promote well-being. The potential effects of the Local Plan on health may include opportunities for access to better and local health care services, access to good quality affordable housing and housing for specific groups, opportunities for physical/mental well-being through exercise and/or informal/formal recreation opportunities, food production/consumption choices as well as safe and connected communities accessible by active travel such as walking/cycling.
Summary of the Local Plan's (LP) relationship to Land & Soil
The new Local Plan, as far as it is able to do so, and without repeating national development management policies should retain, strengthen and/or implement policies/actions which prioritise the development of previously developed land, makes effective use of land, promotes mixed use development, protects the most valuable agricultural land and seeks opportunities for remediating/mitigating

despoiled, degraded, derelict, contaminated and unstable land. The Local plan could also include policies/actions for healthy food production and protection/enhancement of green/blue infrastructure.

The SA framework should include objectives addressing the protection of soil and land.

Summary of the Local Plan's (LP) relationship to Water

The new Local Plan, as far as it is able to do so, and without repeating national development management policies should retain, strengthen and/or implement policies/actions relating to sustainable use of water/water efficiency as well as protecting and aiding opportunities to improve water quality. The Local Plan should also seek to minimise the risks from and to development by avoiding inappropriate development in areas of flood risk with sustainable drainage pursued through NDMPs. Protection and enhancement of blue infrastructure assets/connections should also be included including flood protection measures where possible.

The SA should include objectives that promote the protection and enhancement of the water environment & blue infrastructure including reducing flood risk from all sources, water quality and efficiency.

Summary of the Local Plan's (LP) relationship to Air & Noise

The new Local Plan should, as far as it is able to do so, and without repeating national development management policies retain, strengthen and/or implement policies/actions to maintain and/or improve air quality through minimising travel demand, promoting active/sustainable forms of travel, delivery of EV charging points and/or other innovations in development. The new Local Plan should seek opportunities to improve connectivity between places so that the number of journeys by car can be reduced to ease congestion, improve noise levels and improve local air quality. The location of development including any allocations should carefully consider issues of noise nuisance both to and from development.

The SA should include objectives relating to noise and air emissions.

Summary of the Local Plan's (LP) relationship to Climate

The new Local Plan, as far as it is able to do so, and without repeating national development management policies should retain, strengthen and/or implement policies/actions aimed at mitigating and adapting to climate change impacts through promotion of renewable/low carbon energy and reducing carbon emissions through green infrastructure and nature based solutions. Local Plan policies/actions should also encompass the location of development to maximise opportunities for active/sustainable travel and reduce the need to travel as well as consider the need to minimise the risks from and to development by avoiding inappropriate development in areas of flood risk. Water efficiency standards could also be pursued although sustainable drainage can be through NPPF Policy F8.

The SA should include objectives assessing the need to mitigate and adapt to climate impacts including reducing carbon emissions from domestic/commercial development, water efficiency, minimising the need to travel, promoting active/sustainable travel, addressing flood risk and drainage, opportunities for renewable/low carbon energy as well as protection/enhancement of green/blue infrastructure.

Summary of the Local Plan's (LP) relationship to Material Assets

The new Local Plan, as far as it is able to do so, and without repeating national development management policies should retain, strengthen and/or implement policies to prioritise affordable housing and housing for different groups of the population and the infrastructure to support development across the Runnymede area.

The SA should include objectives assessing the provision of affordable and other types of housing and infrastructure delivery.

Summary of the Local Plan's (LP) relationship to Cultural Heritage

The new Local Plan, as far as it is able to do so, and without repeating national development management policies should retain, strengthen and/or implement policies/actions to minimise the risks to the historic environment by proactively planning for its protection/enhancement and enjoyment whether through policies, allocations or design guides/codes. The Local Plan should also include policies/actions to protect/enhance cultural assets and opportunities to improve access to cultural facilities/services.

The SA framework should include objectives that relate to heritage and the protection/enhancement of cultural facilities and services and opportunities to improve access to these.

Summary of the Local Plan's (LP) relationship to Landscape/Townscape

The new Local Plan, as far as it is able to do so, and without repeating national development management policies should retain, strengthen and/or implement policies/actions to enhance the built environment and protect/enhance Runnymede's landscapes through high quality design, design guides/codes and masterplans. The Local Plan should seek opportunities to create better connections between communities and access to services by active/sustainable travel and plan for the regeneration of areas/centres and the public realm. Policies/actions should also seek to protect/enhance and provide new opportunities for green/blue infrastructure assets and connections.

The SA should include objectives which assess the need to protect/enhance Runnymede's townscapes and landscapes, opportunities for improving connectivity by active/sustainable travel and opportunities to protect/enhance/provide green/blue infrastructure.

Summary of the Local Plan's (LP) relationship to Economy & Employment

The new Local Plan, as far as it is able to do so, and without repeating national development management policies should retain, strengthen and/or implement policies/actions which promote economic growth and development including for specific sectors/clusters and SMEs as appropriate. The Local Plan should seek to improve the quality and offer of the towns through regeneration and ensure delivery of jobs and skills through employment development, protect Runnymede's most important/strategic areas of employment and promote tourism. The Local Plan should also ensure development is supported by the infrastructure needed to support economic development.

The SA should include objectives which assess the impact (both positively and negatively) on economic activity, regeneration of the towns and tourism.

Summary of the Local Plan's (LP) relationship to Transport

The new Local Plan, as far as it is able to do so, and without repeating national development management policies should retain, strengthen and/or include policies/actions which reduce the need to travel by car, seek opportunities to improve access to and connectivity with services/facilities/employment by active/sustainable modes of travel and transport hubs. The Local Plan should also include policies/actions which seeks delivery of transport infrastructure, EV charging points and other innovative technologies where appropriate and set parking standards.

The SA should include objectives which assess reducing the need to travel by car, opportunities for improving access to and connectivity by active/sustainable travel to services/facilities/employment and opportunities for transport infrastructure and EV charging and maintaining/improving air quality and reducing carbon emissions.

Summary of the Local Plan's (LP) relationship to Waste

The new Local Plan, as far as it is able to do so, and without repeating national development management policies should retain, strengthen and/or include policies which seek to reduce further the amount of waste generated and to increase the use of recycled or recovered materials in the maintenance or construction of urban developments and supporting infrastructure. The Local Plan should also include policies which seeks to ensure space within development for waste storage.

The SA should include objectives which assess the need to reduce resources and emphasise waste prevention/re-use/recycling in construction/demolition.

- 2.5 In order to be able to predict and monitor the effects of the new Local Plan it is necessary to have an understanding of the current position or baseline position.
- 2.6 The baseline position has been set out in a series of thematic areas (including the receiving environments as contained within Annex I(f) of the SEA Directive and Social/Economic criteria). This is set out within the following sections which also includes the likely future conditions in the absence of the new Local Plan.

3. Baseline Information - Biodiversity (including Flora & Fauna) & Green/Blue Infrastructure

- 3.1 The Runnymede area contains numerous sites designated for their nature conservation value at either a local, national or international level. At a national level the Runnymede area contains five Sites of Special Scientific Interest (SSSI), some of which are also internationally designated as Ramsar, Special Protection Area (SPA) and/or Special Area of Conservation (SAC). At a local level the Runnymede area contains Sites of Nature Conservation Importance (SNCI) and Local Nature Reserves. The full list of designated sites of nature conservation importance in the Runnymede area and those that cross the area boundaries can be found in Table B1 in Appendix B.
- 3.2 The Thorpe no 1 Gravel Pit is designated as a SSSI and is one of a number of SSSI units which forms the wider South West London Waterbodies SPA and Ramsar site. The South West London Waterbodies were designated as SPA/Ramsar for its importance as a site of resident and migratory populations of European important bird populations of Gadwall (*Anas strepera*) and Shoveler (*Anas clypeata*).
- 3.3 Windsor Forest & Great Park is designated as SSSI as well as a SAC, part of which lies within the Runnymede area. The site was designated as a SAC as it is considered to support a significant presence of Atlantic acidophilous beech forests with *Ilex* and sometimes also *Taxus* in the shrublayer (*Quercion robur* or *Ilex-Fagetum*). As well as Old acidophilous oak woods with *Quercus robur* on sandy plains the site also hosts a small population of violet click beetles (*Limoniscus violaceus*).
- 3.4 The Thames Basin Heaths SPA (including the Thursley, Ash, Pirbright & Chobham SAC) has been designated for dry and wet heathland, mire, oak, birch, acid woodland, gorse scrub and acid grassland. In addition, it supports three breeding populations of lowland heathland bird species, Nightjar (*Caprimulgus europaeus*), Woodlark (*Lullula arborea*), and Dartford Warbler (*Sylvia undata*). Whilst not within the Runnymede area one unit of the SPA and the SAC lies on the boundary at Chobham Common.
- 3.5 Advice from Natural England is that development for net additional dwellings within 5km of the Thames Basin Heaths SPA is likely to lead to increased recreational pressure arising from increased population. This may also be the case for large developments of 50 or more units within 7km of the SPA. The increase in recreational pressure is likely to lead to significant effects on the SPA and as such development should not be permitted without any form of avoidance measures. Further, Natural England considers that there are no avoidance measures capable of accommodating net additional dwellings within 400m of the SPA due to urbanising impacts although other forms of development can be permitted.
- 3.6 In order to accommodate residential development within a 5km zone (7km for large developments) around the SPA (but outside 400m) Natural England working with local authorities affected by the SPA published The Thames Basin Heaths Delivery Framework. The Framework sets out the mechanism to avoid adverse impact to the SPA. This includes the provision of Suitable Alternative Natural Greenspace (SANG) to act as land for general recreation to divert people away from the SPA. Additionally to SANG, a Strategic Access Management & Monitoring (SAMM) project has been introduced which puts into place SPA wide monitoring and management.
- 3.7 Other SSSI within the Runnymede area not forming part of either a Ramsar, SPA or SAC include part of the Basingstoke Canal, Langham Pond and Thorpe Hay Meadow. Figure 3-1 shows the location of Ramsar, SPA & SAC and Figure 3-2 the location of SSSI, SNCI & LNR sites within the Runnymede area. Table 3-1 shows the current

condition of Ramsar/SPA/SAC and SSSI units against their condition in 2012/14 and whether this meets PSA targets¹¹.

Figure 3-1: Location of Ramsar, SPA and SAC

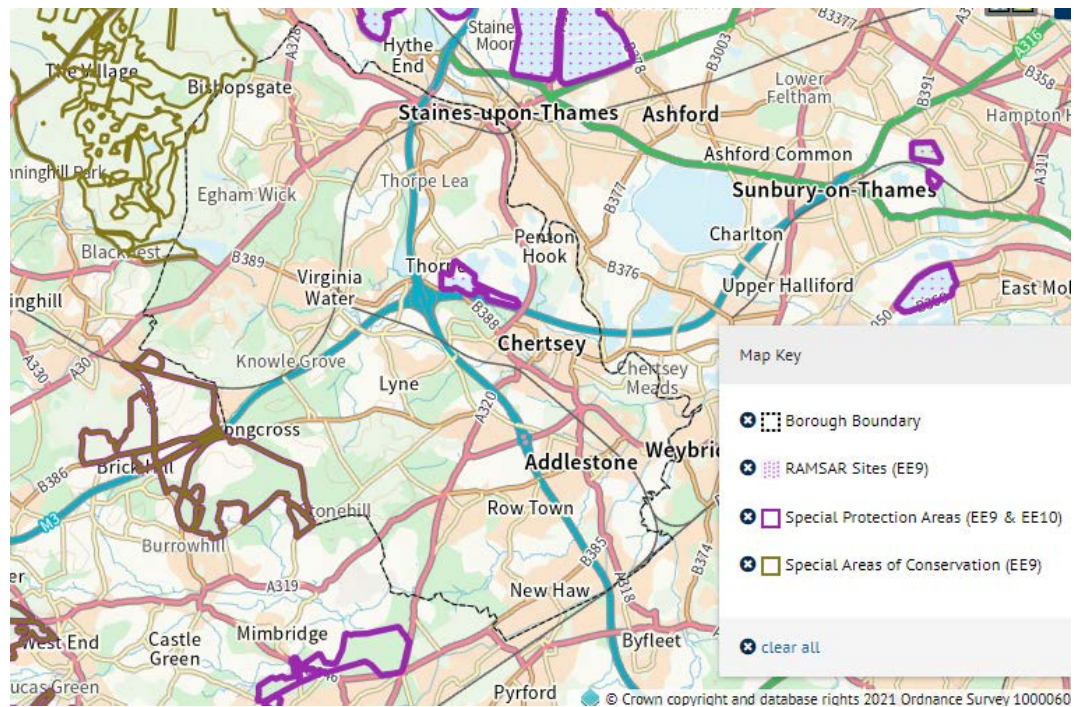


Figure 3-2: Location of SSSI, SNCI and LNR Sites



¹¹ PSA target is for 95% of SSSI unit to be in favourable or unfavourable recovering condition.

Table 3-1: Condition Status of Ramsar, SPA, SAC and SSSI

Indicator/Theme	Site	Status 2012/14 ¹²	Status (current) ¹³	Trend	Comments
South West London Waterbodies SPA & Ramsar (828.14ha)					
Condition status of SSSI PSA target of 95% of SSSI unit to be in 'Favourable' or 'Unfavourable Recovering' status	Kempton Park Reservoirs SSSI	<i>Unfavourable Recovering 100%</i>	<i>Unfavourable Recovering 100%</i>	?	The last surveys for Kempton Park and Knight & Beesborough SSSIs were undertaken in 2012. As such current condition status is based on 2012 data, the same as presented in the SA Scoping Report 2014. Whilst the two SSSI meet the PSA target the trend is uncertain given time elapsed since last survey although Knight & Beesborough SSSI has been in a favourable condition since 1999. The site check notes from 2012 for Kempton Park Reservoirs also states that a project is underway to clear and treat Crassula which should improve conditions. Although a small area of Staines Moor is now unfavourable declining the PSA target is still met and a higher percentage of the SSSI is now in a favourable condition rather than unfavourable recovering. As such the trend is improving. The SSSIs at Wraysbury & Hythe End Gravel Pits and Wraysbury no.1 Gravel Pit have also moved from unfavourable recovering to favourable, an improving trend whilst Thorpe no.1 Gravel Pit located in Runnymede has remained favourable since 1999.
	Knight & Beesborough Reservoirs SSSI	<i>Favourable 100%</i>	<i>Favourable 100%</i>	?	
	Staines Moor SSSI	<i>Favourable 67% Unfavourable Recovering 33%</i>	<i>Favourable 96.16% Unfavourable Recovering 2.13% Unfavourable Declining 1.71%</i>	✓	
	Thorpe no.1 Gravel Pit SSSI	<i>Favourable 100%</i>	<i>Favourable 100%</i>	-	
	Wraysbury & Hythe End Gravel Pits SSSI	<i>Unfavourable Recovering 100%</i>	<i>Favourable 100%</i>	✓	
	Wraysbury no.1 Gravel Pit SSSI	<i>Unfavourable Recovering 100%</i>	<i>Favourable 100%</i>	✓	
	Wraysbury Reservoir SSSI	<i>Favourable 100%</i>	<i>Favourable 100%</i>	✓	

¹² Taken from Runnymede SA Scoping Report 2014 and/or Natural England

¹³ Current status shown as most recent Natural England assessment date

Indicator/Theme	Site	Status 2012/14 ¹²	Status (current) ¹³	Trend	Comments
Thames Bason Heaths SPA ¹⁴ including Thursley, Ash, Pirbright & Chobham SAC (8,274.72ha)					
Condition status of SSSI PSA target of 95% of SSSI unit to be in 'Favourable' or 'Unfavourable Recovering' status	Broadmoor to Bagshot Woods & Heaths SSSI	Favourable 65.61% Unfavourable Recovering 34.39%	Favourable 75.63% Unfavourable Recovering 23.83% Unfavourable No Change 0.55%	✓	The Broadmoor to Bagshot Woods & Heaths and Colony Bog & Bagshot Heaths SSSIs show general improvement. Although a small percentage of one SSSI is unfavourable no change and the other unfavourable declining, a higher percentage of the sites are now in a favourable condition. Both sites meet the PSA target and the trend is improving. Chobham Common has seen an improving condition with a higher percentage as favourable and unfavourable no change, no longer recorded. However, many of the site condition surveys were carried out prior to a heathland fire in 2020 and as such the trend is uncertain until the effects of the fire are surveyed. Both the Horsell Common and Ockham & Wisley SSSIs meet the PSA target, with both SSSIs seeing improvement since 2014 with a higher proportion on both sites in a favourable condition. As such the trend is improving for both of these sites, particularly Horsell Common which has seen a significant increase of the percentage in favourable condition
	Chobham Common SSSI	Favourable 2.15% Unfavourable Recovering 92.29% Unfavourable No Change 5.56%	Favourable 43.05% Unfavourable Recovering 56.95%	?	
	Colony Bog & Bagshot Heath SSSI	Favourable 8.59% Unfavourable Recovering 90.74% Unfavourable Declining 0.67%	Favourable 94.94% Unfavourable Recovering 4.39% Unfavourable Declining 0.67%	✓	
	Horsell Common SSSI	Favourable 16.61% Unfavourable Recovering 60.89% Unfavourable No Change 22.5%	Favourable 88.15% Unfavourable Recovering 11.85%	✓	
	Ockham & Wisley Commons SSSI	Favourable 33.19% Unfavourable Recovering 66.81%	Favourable 54.01% Unfavourable Recovering 45.99%	✓	
Windsor Forest & Great Park SAC (1,687.26ha)					
Condition status of SSSI PSA target of 95% of SSSI unit to be in 'Favourable' or	Windsor Forest & Great Park SSSI	Favourable 46.45% Unfavourable Recovering 53.55%	Favourable 100%	✓	The SSSI meets the PSA target and has seen an improvement where 100% of the SSSI is now in a favourable condition. The trend is therefore improvement including units 10 & 11 in Runnymede which had

¹⁴ SSSI sites within 7km of Runnymede

Indicator/Theme	Site	Status 2012/14 ¹²	Status (current) ¹³	Trend	Comments
'Unfavourable Recovering' status					been unfavourable recovering or unfavourable no change since 2001.
Basingstoke Canal SSSI (23ha)					
Condition status of SSSI PSA target of 95% of SSSI unit to be in 'Favourable' or 'Unfavourable Recovering' status	Basingstoke Canal SSSI	<i>Favourable 16.63%</i> <i>Unfavourable 10.40%</i> <i>Recovering 45.39%</i> <i>Unfavourable No Change 27.58%</i>	<i>Favourable 16.63%</i> <i>Unfavourable 20.32%</i> <i>Recovering 35.47%</i> <i>Unfavourable No Change 27.58%</i> <i>Declining 27.58%</i>	-	The SSSI does not meet the PSA target. Only 2 units have been surveyed since 2014, units 7 & 10, however their condition status has not changed between surveys. Unit 2 in Runnymede is in an unfavourable no change condition.
Langham Pond SSSI (25.9ha)					
Condition status of SSSI PSA target of 95% of SSSI unit to be in 'Favourable' or 'Unfavourable Recovering' status	Langham Pond SSSI	<i>Favourable 63.21%</i> <i>Unfavourable 36.79%</i> <i>Recovering</i>	<i>Favourable 100%</i>	✓	Site meets PSA target and has now improved to 100% favourable. As such the trend is improving.
Thorpe Hay Meadow (6.62ha)					
Condition status of SSSI PSA target of 95% of SSSI unit to be in 'Favourable' or 'Unfavourable Recovering' status	Thorpe Hay Meadow SSSI	<i>Favourable 100%</i>	<i>Favourable 100%</i>	-	Site meets the PSA target and continues to be 100% favourable and therefore there is no change.

Other Habitats and Species in Runnymede

- 3.8 There are 38 SNCI in the Runnymede area designated at a local level. The last surveys/reviews of SNCI were undertaken in 2003 and the Council does not hold data for the condition status of these sites. Therefore, given the length of time since last survey/review and absence of information there is uncertainty as to whether the trend in condition status of SNCI sites are improving or deteriorating.
- 3.9 Whilst designated sites are important, other habitats and species which are not designated are also valued such as priority habitats, ancient woodland, areas identified within the Surrey Local Nature Recovery Strategy (LNRS) and green corridors. The Runnymede area contains approximately 201 hectares of ancient semi natural woodland and approximately 111 hectares of replanted woodland or ancient woodland. Surrey is the most wooded county in Great Britain with 22% of woodland, compared to a UK average of 12.6% and England average of 10.5%¹⁵.
- 3.10 Priority habitat in Runnymede includes:
- Deciduous woodland, wood pasture & parklands - located across the Runnymede area;
- Good quality semi-improved grassland - located at Runnymede Meadows;
- Lowland meadows – located at Chertsey Meads, Thorpe Hay Meadow, Runnymede Meadows;
- Traditional orchard – located at
- Addlestone – St Augustines Care Home, Otterhill Nursery, Three Gates & Southern Wood, Row Town;
 - Chertsey – Abbey Chase, Chertsey Meads, Weir Manor Bridge Road and Sandgates;
 - Egham - The Runnymede Hotel;
 - Englefield Green - The Orchard, Round Oak, Dell Park Farm, Park Place Estate, Priest Hill House and Tranquillity Keep in Englefield Green,
 - Lyne - Fan Court Farm;
 - Ottershaw - The Wey Farm;
 - Virginia Water - St Ann's Park
 - Woodham – The Chase
- 3.11 The State of Surrey's Nature report¹⁶ identifies that Surrey's woodlands have increased since the end of the 19th century, however, declines in quality due to woodland management change and neglect are evident. Historic features such as parklands tend to be relatively secure however. The report identifies new drivers encouraging a

¹⁵ Davies, R, Benstead-Hume, V., Grose, M., Sansum, P., McKernan, P., & Westaway, S. & (2012). A revision of the Ancient Woodland Inventory for Surrey. Available at: <https://www.runnymede.gov.uk/downloads/file/1007/aw-inventory-surrey>

¹⁶ State of Nature (2017) Surrey Nature Partnership. Available at: <https://www.surreywildlifetrust.org/what-we-do/news/publications>

renaissance in woodland management including markets for home grown timber including use as fuel for sustainable energy.

- 3.12 The Surrey LNRS¹⁷ sets out a list of priorities for a number of particular habitat themes across Surrey. Themes include woodlands & parklands, wetlands and rivers, grass, scrub & heathland, urban and farmland and the wider countryside. There are 5 priorities for woodlands & parklands, 4 for wetlands & rivers, 2 for grass, scrub & heathland, 4 for urban and 3 for farmland and the wider countryside (see Appendix A). Each priority has its own set of measures, with some repeated where they cut across different themes. The LNRS also includes a priority species list, which contains 100 species, each with its own specific measure(s).
- 3.13 The Surrey LNRS also identifies areas of particular importance for biodiversity and areas that could become of particular importance for biodiversity as well as potential measures for specific nature recovery actions which are shown on the Local Habitats Map and which fall within or just beyond the Runnymede area. Some of the areas of particular importance for biodiversity are also designated sites. Regard will need to be had to these in preparing the new Local Plan, taking account of LNRS priorities and measures.
- 3.14 Green and blue corridors play an important role in the movement of wildlife by allowing the migration of species between habitats which in turn supports species resilience. The Runnymede area contains approximately 111ha of identified green/blue corridors which includes the Basingstoke Canal, Wey Navigation, River Thames, Chertsey Bourne and Riverside Walk in Virginia Water. The majority of identified green/blue corridors in Runnymede are also protected by other national/local designations such as SSSI or SNCI. However, there will also be a number of unidentified corridors which play a role in species/habitat connectivity for example, hedgerows and water courses.
- 3.15 Taken together, the numerous types of designated sites, habitats and green/blue infrastructure network play a key role in delivering ecosystem services such as food production, materials, flood defence as well as benefitting health and well-being. The green/blue infrastructure network also plays an important role in carbon capture and urban cooling as mitigation for climate change impacts.

Future Baseline

- 3.16 Future conditions in the absence of the plan are likely to be positive as management regimes continue to be implemented which should maintain favourable status meeting PSA targets for SSSI units. Part of the damage caused at Staines Moor was due to illegal use by third parties driving vehicles and if this has ceased since last survey in 2017 then there may have been improvements in the condition of the SSSI unit and moving into the future. The fire at Chobham Common may see a deterioration in condition status in the short term, but the heathland should regenerate over time subject to other external pressures such as recreation/urbanisation/air quality.
- 3.17 The area of sites covered by international, national and local designations is not expected to change significantly in the future given protection under UK legislation and existing Local Plan Policies as well as NPPF policies N2 and N6. National policy objectives to achieve sustainable water abstraction, improve water quality and existing Local Plan policies and NPPF Policy F8 to deliver SuDS and drainage strategies should also aid protecting wetland habitats and maintain their favourable status.

¹⁷ Surrey Local Nature Recovery Strategy (SCC) 2026. Available at <https://www.surreycc.gov.uk/land-planning-and-development/local-nature-recovery-strategy-lnrs>

- 3.18 The condition status of the Basingstoke Canal does not meet PSA targets although last survey date for unit 2 was in 2009. Reasons for its unfavourable condition are due to extent of habitat, lack of plant diversity and poor water quality. Given the time elapsed since last survey it is uncertain whether there have been any improvements over time. The latest information on water quality from Defra¹⁸ in 2021 shows the ecological status of the canal as moderate, with chemical quality now a fail with presence of Polybrominated diphenyl ethers (PBDE)¹⁹ a fail. The reasons for waters not meeting good status are due to physical modifications through recreation. As such, the reasons for chemical and overall status are largely beyond the scope of the Local Plan to address.
- 3.19 The Basingstoke Canal Authority have also prepared a Conservation Management Plan 2018-2028²⁰ to address the unfavourable status of the SSSI. The Plan contains targets for water level management, water quality, tree management, dredging and vegetation control. In the absence of the plan, the condition status of the canal remains uncertain, although as set out above national objectives for the water environment and more widespread use of SuDS in development as well as the targets set out in the Canal Management Plan should aid in improving or maintaining water quality and ecological status over time.
- 3.20 Further positive trends for biodiversity may be seen with the introduction of the Environment Act and the statutory requirement to achieve 10% biodiversity net gain on qualifying development sites. This should aid in improving biodiversity across the Runnymede area, where on-site or off-site gains can be delivered. On or Off-site gains could be used to aid in achieving LNRS priorities and measures as well as help deliver potential areas for nature recovery both for habitats and species. Even in the absence of the plan, the Council has the ability to secure net gain through use of planning conditions or securing financial contributions through CIL or S106.
- 3.21 Whilst the future baseline is generally considered to be positive, in the absence of the plan, the impact of climate change adds some uncertainty. In the South East of England plant and animal species will have to adapt to hotter, drier summers with an increased risk of wildfire, and warmer wetter winters. Changes in temperature and rainfall patterns may be beneficial to some species but adverse for others and lead to changes in distribution patterns or even extinctions. It is therefore important that policies which protect and enhance biodiversity and which aim to aid climate change mitigation and adaptation are retained and/or strengthened. This could include going beyond the standard 10% BNG set out in the Environment Act where the NPPF allows this, referencing LNRS priorities, measures and areas for potential and strengthening the green/blue infrastructure network.
- 3.22 Whilst the SSSI units for the Thames Basin Heaths SPA including the Thursley, Ash, Pirbright & Chobham SAC show an improving trend, the issue of an increasing population is likely to continue to place pressure on these sites. Therefore, the need to protect internationally designated sites and the securing of mitigation measures is an issue likely to continue into the future in the absence of the plan. The Local Plan will therefore need to ensure that sufficient and appropriate mitigation measures are planned for and brought forward to address this.

¹⁸ Available at: <https://environment.data.gov.uk/catchment-planning/WaterBody/GB70610019?cycle=2>

¹⁹ PBDE are man-made compounds which have been used as flame retardants in a wide range of products including electrical and electronic equipment, textiles and foams.

²⁰ Basingstoke Canal Conservation Management Plan 2018-2028 (2018) Basingstoke Canal Authority. Available at: <https://www.hants.gov.uk/thingstodo/basingstokecanal/canalauthority>

- 3.23 Based on the above, Table 3-2 sets out issues/problems, how the Local Plan can address these, if at all, and the relationship to the objectives of other relevant plans, policies and programmes. The impacts to internationally designated sites (SPA, SAC & Ramsar) resulting from the new Local Plan will also need to be considered through a Habitats Regulations Assessment (HRA). This will be set out within a separate document.

Table 3-2: Issues/Problems for Biodiversity & Green/Blue Infrastructure

Issue/Problem	Source	How Local Plan Can Address Issue	Relationship to Other PPPs
Climate change impacts could place pressure on habitat and species protection/recovery.	Other PPPs Baseline Information	The new Local Plan should seek to include, retain and/or strengthen existing climate change mitigation & adaptation measures where these are in accordance with principles in the NPPF and do not repeat NDMPs.	NPPF – Policy CC1 identify opportunities for green infrastructure and nature-based solutions which can...support nature recovery and resilience. NPPF Policies CC2 & CC3 – NDMPs for climate change mitigation & adaptation need not be repeated in the Local Plan.
Protection & enhancement of designated sites and green & blue infrastructure network.	Other PPPs Baseline information	The new Local plan will need to include a hierarchy of designated sites, for their continued protection and enhancement (international, national & local). NPPF policies N2 and N6 should protect these sites and do not need repeating in the new Local Plan. The new Local Plan should also have regard to LNRS priorities, measures and potential areas as well as the green & blue infrastructure network where these do not repeat NDMPs.	Environmental Improvement Plan - Goal 1: Restored Nature – Create a network of bigger, better and more resilient habitats Biodiversity 2020 - support healthy well-functioning ecosystems and establish coherent ecological networks. NPPF – Policy N1 - Set out a hierarchy of international, national and locally designated sites and areas. Identify opportunities for conservation, enhancement and recovery of landscapes, waterbodies, habitats, species... Set out standards for green infrastructure provision, in a way which complements and/or incorporates those for recreational land; NPPF Policies N2 & N6 – NDMPs for improving the natural environment and areas of particular importance for

Issue/Problem	Source	How Local Plan Can Address Issue	Relationship to Other PPPs
			biodiversity need not be repeated in the Local Plan.
Securing Biodiversity Net Gain (BNG) and local nature recovery through on or off-site enhancements	Other PPPs	The new Local Plan could seek to secure a higher BNG from allocated sites than the mandatory 10%, if evidence justifies this. Policies could link or reference BNG and/or blue/green projects to align with other strategies/priorities such as the LNRS and focus funding/delivery	Environmental Improvement Plan - Goal 1: Restored Nature – Create a network of bigger, better and more resilient habitats. NPPF – Policy HO4 - Address strategic environmental opportunities and safeguards including those set out in Local Nature Recovery Strategies Policy N1 – Development plans should only set local standards for BNG in excess of statutory requirement where this is for specific site allocations, where fully justified and deliverable... PPG Natural Environment – Para 046 - Local planning authorities should consider the priorities set out in the relevant Local Nature Recovery Strategy when determining how their local plan should contribute to and enhance the local and natural environment. Environment Act requires 10% BNG from 2023 (with some exceptions). Surrey 2050 Place Ambition - Priority - Invest in natural capital and deliver nature recovery
Increased recreational pressure on	Baseline Information	No net additional dwellings should be permitted within 400m of	Thames Basin Heaths Delivery Framework – restricts development

Issue/Problem	Source	How Local Plan Can Address Issue	Relationship to Other PPPs
Thames Basin Heaths SPA/Thursley, Ash, Pirbright & Chobham SAC leading to deterioration and/or fragmentation of habitat including SSSI units.		the SPA/SAC and net residential within 400m-5km and in some circumstances between 5km-7km will require mitigation to address recreational impacts. The new Local Plan will need to retain/strengthen policies for protection of the SPA/SAC and delivery of SANG/SAMM. The Local Plan should also identify the delivery of sufficient SANG in the short/medium term and to the end of the plan period where possible.	within 400m of SPA and gives solution for mitigation within 400m-7km through SANG and identifies SAMM project. Surrey 2050 Place Ambition - Providing SANG to mitigate the impacts of new housing development on the SPAs which also delivers new accessible and good quality green infrastructure.
Basingstoke Canal SSSI not meeting PSA targets	Baseline Information	Improving the condition status of the SSSI is largely outside the scope of the Local Plan. However, NPPF Policy F8 for SuDS and including Local Plan policy for water efficiency should aid condition status and the Local Plan could restate a buffer zone around water courses where these do not repeat NDMPs.	Environmental Improvement Plan - Goal 3: Water – ensure English waters are clean, resilient and plentiful NPPF Policy F8 – NDMP for sustainable drainage systems and watercourses which do not need to be repeated in Local Plan.

4. Baseline Information - Population & Human Health

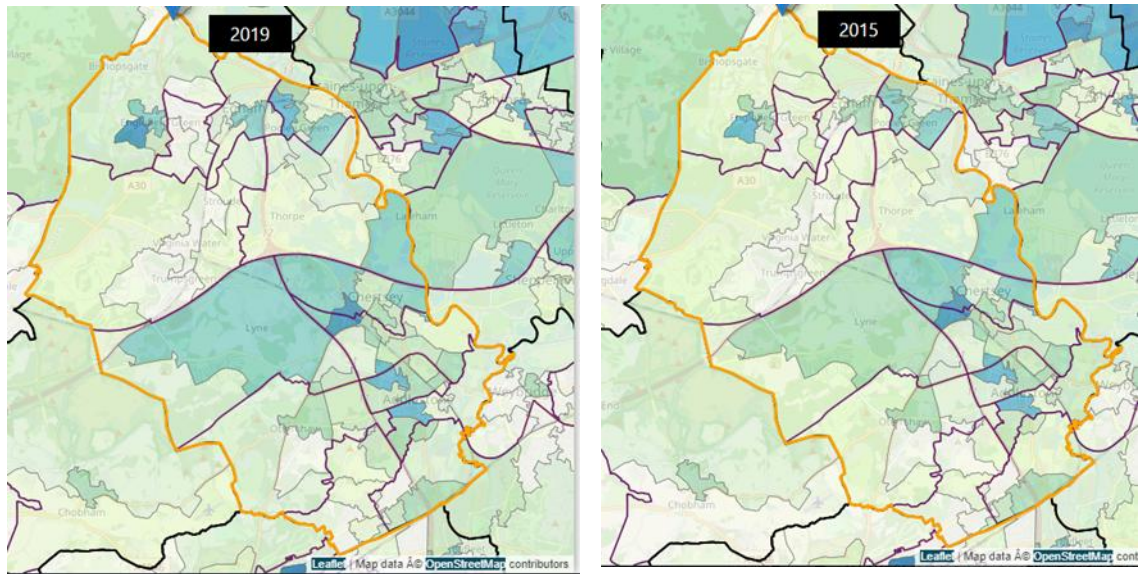
- 4.1 The baseline population of the Runnymede area as at 2021 currently stands at 88,100²¹ an increase of 7,590 people from the 2011 census data (+9.4%). 48.3% of the population are male and 51.7% female. The ethnic mix of residents is predominantly white at 83.5% of the population, a reduction from 89% in the 2011 census. Black and Minority Ethnic (BME) groups represent 16.4% of the population a rise from 11% in 2011, with the largest group represented by Asian or British Asian at 9.2%²². This is a slightly higher percentage of BME population than the south east of England (13.7%) but lower than England (19%)²².
- 4.2 Census 2021 data shows the age breakdown of the population which can be split to those 'under 15 years', '16-64 years' and 65+ 'years'. The 16-64 age range roughly corresponds to working age population. The majority of the Runnymede population fall into this cohort at 65.3%, a slight decline from the 2011 census at 66.1% indicating that the working age population is relatively stable. The percentage of the 2021 population 15 years or under is 17.4% a slight increase on 2011 census data which showed this age range at 17.3%. The percentage of the population aged 65+ is 17.2% an increase on 2011 which showed this age range at 16.8%.
- 4.3 The Runnymede area's population density in 2011 was 10.3 people per hectare compared to 6.3 in Surrey and 4.1 in England. Population density in Runnymede has increased and as at 2021 is now 11.3 people per hectare, compared to 7.2 for Surrey and 4.3 in England.
- 4.4 The indices of deprivation show how deprived neighbourhoods are with a ranking of 1 being the most deprived. The latest indices from 2025 show Runnymede ranked 245 out of 317 local authority areas which is a worsening situation since 2015 and 2019 where Runnymede was ranked 272 and 256 respectively out of 317 authorities. Although Runnymede shows low levels of deprivation overall in comparison with the rest of England there are pockets of relative deprivation. The Pooley Green and Egham Hythe areas of Egham, Blays Lane/Bond Street area of Englefield Green, Longcross & Lyne, Pycroft Road area of Chertsey and Green Lane area of Addlestone are amongst the 40% most deprived areas of England with the Addlestone Park area of Addlestone within the 30% most deprived and Ashwood Road/Beechtree Avenue in Englefield Green within the most 20% deprived areas of England. Maps of Runnymede showing Indices of Deprivation in 2025, 2019 and 2015 are shown in Figure 4-1. Blue areas denote higher deprivation levels relative to other areas.

²¹ Census 2021. Available at:

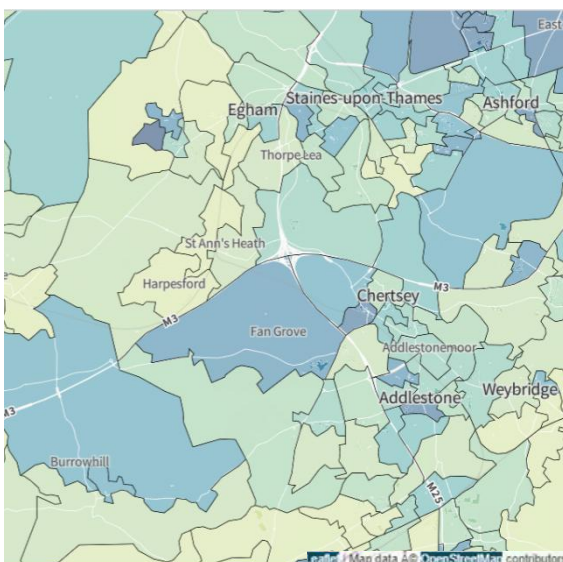
<https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/bulletins/populationandhouseholdestimatesenglandandwales/census2021>

²² Census 2011

Figure 4-1: Map of Indices of Deprivation for Runnymede²³



2025



- 4.5 The indices are made up of a number of deprivation typologies and Runnymede scores well for income (246), employment (261), health & disability (238) and education (227), it does not score so well against crime (128), living environment (114) and barriers to housing & services (122). All these indicators have however worsened since 2019 except for the barriers to housing & services indicator which has seen an improvement from 40 in 2019 to 122 in 2025.
- 4.6 Local health profiles for Runnymede²⁴ show that average life expectancy from birth for males is 80.7 years and females 84.5 years, which is around the same as the south east of England (80.8 years for males and 84.5 for years for females). The numbers for Runnymede are however higher than England (79.7 years for males and 83.5 for females). The health profiles also show that mortality for under 75s from all causes is

²³ Available at: <https://www.gov.uk/guidance/english-indices-of-deprivation-2019-mapping-resources#indices-of-deprivation-2019-local-authority-dashboard>

²⁴ <https://fingertips.phe.org.uk/profile/health-profiles/data#page/1/ati/301/are/E07000212>

lower than the south east and England. Under 75s mortality rate from cardiovascular disease and cancer are also lower than the South East and England.

- 4.7 At the last Census (2011), 4% of residents reported their health as bad or very bad, which has reduced slightly to 3.7% in the 2021 Census. In 2011 14.9% of the population reported as disabled (limited a lot and limited a little) compared to 14.7% in 2021. In 2016 65.6% of adults²⁵ in Runnymede report they are physically active. This increased to 73.9% in 2024/25²⁶ and is higher than the south east and England averages at 70.9% and 68% respectively.
- 4.8 In 2017/18, the percentage of children in Runnymede aged 10-11 (Year 6) reported as obese peaked at 18.7%. This is lower than the England average of 20.1% but higher than the south east at 17.3%²⁷. In 2024/25 (latest year for monitoring) the percentage of obese Year 6 children in Runnymede fell to 16.9% a lower percentage than the South East (19.2%) and England (22.2%).
- 4.9 As at February 2025, the number of fast food outlets in Runnymede is around 96.2 per 100,000 population. This is higher than the Surrey average at 82.5 per 100,000 population and the neighbouring area of Elmbridge (74.7) but lower than the neighbouring areas of Spelthorne (102), Woking (98.4), Surrey Heath (98.7) and Royal Borough of Windsor & Maidenhead (103.1).
- 4.10 The conception rate for under 18's in Runnymede has steadily declined from a peak of 35 out every 1,000 15-17 year old females in 2010 to 11.6 per 1,000 15-17 year old females in 2021²⁷. This is lower than the England average at 13.1 per 1,000 15-17 year old females in 2021. Previous government initiatives and socio-economic factors appear to have influenced decreasing conception rates in the last two decades. In 2018, the government published the Teenage Pregnancy Prevention framework guidance, which aims to prevent unplanned pregnancy and promote healthy relationships among young people in England.
- 4.11 In terms of housing, in July 2026 there were 1,365 households on the housing register. The availability of affordable housing to meet local needs is a key issue in Runnymede, an area which demonstrates high house prices which as at March 2026 averaged around £475,000 down from £476,000 in April 2025 which is still an increase of £43,400 (9%) since July 2020 when the 2030 Local Plan was adopted.²⁷
- 4.12 One indicator of affordability is the comparison of property price to earnings ratio (affordability ratio). In 2012 the affordability ratio was 7.3 which has steadily increased to 9.76 in 2025²⁸, a worsening trend of affordability. In fact, the average price for first time buyers in Runnymede has risen from £336,831 in December 2020 to £371,000 in March 2026²⁹.
- 4.13 As at Q4 2025 there were a total of 6,526 crimes recorded in Runnymede (excluding fraud) for 2025 equivalent to 70.84 per 1,000 population³⁰, most notably 515 cases of

²⁵ Defined as percentage of people aged 19+ active at moderate intensity at least 150 minutes per week

²⁶ Data derived from <https://fingertips.phe.org.uk/profile/health-profiles/data>

²⁷ Sourced from <https://landregistry.data.gov.uk/>

²⁸ Sourced from

<https://www.ons.gov.uk/peoplepopulationandcommunity/housing/bulletins/housingaffordabilityinenglandandwales/latest#local-authority-housing-affordability-analysis>

²⁹ <https://www.ons.gov.uk/visualisations/housingpriceslocal/E07000212/>

³⁰ Sourced from https://lginform.local.gov.uk/reports/view/lga-research-report-police-recorded-crime?mod-area=E07000212&mod-group=AllDistrictInRegion_SouthEast&mod-type=namedComparisonGroup

violence with injury, 162 of residential burglary, 220 of sexual offences and the highest number of 1,224 for violence without injury. This compares to 2021/22³¹ with 6,083 recorded crimes, 191 of which were cases of violence with injury & 504 of violence without injury, 246 of domestic burglary and 246 of sexual offences.

- 4.14 Table 4-1 sets out the summary of population and health trends over time for Runnymede against comparator areas of either Surrey, the South East or England.

Table 4-1: Summary of Population & Health Trends

Theme	Previous Status	Current Status	Trend
Total Population	80,510	88,100	↑ 9.4%
Population >15	17.3%	17.4%	↑ 0.1%
Population 15-64	66.1%	65.3%	↓ 0.8%
Population 65+	16.8%	17.2%	↑ 0.4%
Indices of Deprivation	272 out of 317	245 out of 317	↓ 27
Life Expectancy		80.7 (M) 84.5 (F)	N/A
Physically Active (Adult)	65.6%	73.9%	↑ 8.3%
Childhood Obesity (Year 6)	18.7%	16.9%	1.8%
Under 18 Conception Rate	35 per 1,000 15-17 year olds	11.6 per 1,000 15-17 year olds	↓ 23.4
Affordability Ratio	7.3	9.76	↑ 2.46
Recorded Crime	6,083	6,526	↑ 443

Future Baseline

- 4.15 Current trends show increasing levels of deprivation, with IMD rank falling from 272 in 2015 to 245 in 2025 out of a total of 317. However, this has to be considered in the context that the 2025 score still indicates an overall low level of deprivation (a score of 1 indicates the highest level of deprivation). It is considered that Runnymede will remain an area of low deprivation but with small pockets remaining in some places. Further, the worsening of the affordability ratio and deprivation score for barriers to housing and services (although improved since 2019), is likely to continue as house price inflation continues into the longer term. This indicates that the Local Plan will need to address worsening housing affordability.
- 4.16 The population of Runnymede is growing and the 2011 census showed a population of 80,500 which has increased to 88,100 in 2021. The Runnymede Housing & Economic Development Needs Assessment (HEDNA) 2026³² estimates a population increase of 13,626 over the period 2026-2043 which is predicated on 640 dwellings per annum coming forward in the new Local Plan not in the absence of the plan. However, the annual housing requirement figure of 500 dwellings per annum in the 2030 Local Plan will continue to apply as will the housing allocations which are yet to deliver and/or

³¹ Source Runnymede Crime & Disorder Committee March 2022 available at: <https://democracy.runnymede.gov.uk/ieListDocuments.aspx?CId=158&MId=860&Ver=4>

³² Runnymede Housing & Economic Development Needs Assessment (ORS) 2026. Available at: <https://www.runnymede.gov.uk/planning-policy/2030-local-plan-review-evidence-base-documents/7>

windfall developments. As such, even in the absence of the plan the population is likely to continue to grow into the future which will continue to require additional housing and infrastructure and place pressure on existing services and facilities.

- 4.17 The population profile remained relatively static with a slight decrease in the 15-64 year age range, and slight increase in those aged under 15 and 65 or over. The general long term upward trend in life expectancy (aside from the effects of the Covid-19 pandemic) is likely to see an ageing population which may require bespoke services and housing needs. This is reflected in the slight increase in the 65+ population. With an ageing population, new employment opportunities would likely need to be filled by people from outside of the Runnymede area leading to increased in-commuting and associated issues with congestion and transport infrastructure. However, this may be offset by the rise in pensionable age, but this impact may be over the short-medium rather than longer term.
- 4.18 The health of the population is likely to remain better than the UK average and trends show that there was an increase in the adult population who are physically active. The level of childhood obesity also fell from a peak in 2017/18,
- 4.19 There was an increase in recorded crime including, incidences of, violence with injury and violence without injury, although reported domestic burglaries and sexual offences fell slightly.
- 4.20 In terms of housing, the Runnymede Annual Monitoring Report 2024/25³³ shows that the mix of market housing delivered since the start of the 2030 Local Plan period is 19.5% as 3 & 4 bed units, which is below an expectation of 65% of all market units to be 3 & 4 beds. For affordable housing, 100% of affordable/social rented units were delivered as 1 or 2 bed units where policy expectations are for 60% 1 & 2 beds with a reduction in 3no 4 bed units. For other forms of affordable housing, delivery was at 88.7% 1 & 2 bed units where the aim is to achieve 65%. As such, there appears to be an under-delivery of larger market and affordable units.
- 4.21 The trend towards delivery of smaller market housing units is uncertain as some units will have come through permitted development and not subject to housing mix policies. However, this source of market housing may reduce in time and as completions from the 2030 Local Plan housing allocations filter through, the trend toward smaller market units could reduce or reverse. Longer term trends for affordable units may show a higher delivery of larger units, but at this moment in time this is uncertain given the constraints that Registered Providers have faced in delivering on-site affordable units. This could change with the announcement of £39bn of funding for affordable housing as announced in government departmental spending over the next ten years. As such, the new Local Plan for the Runnymede area will need to ensure that housing mix policies are included/retained and reflect up to date evidence of housing needs.
- 4.22 Based on the above, Table 4-2 sets out issues/problems, how the Local Plan can address these, if at all, and the relationship to the objectives of other relevant plans, policies and programmes.

Table 4-2: Issues/Problems for Population, Health & Well-being

Issue/Problem	Source	How Local Plan Can Address Issue	Relationship to Other PPPs
Increased life expectancy increases	Baseline Information	The new Local Plan will need to consider the	Accommodation with Care & Support

³³ Annual Monitoring Report 2023/24. Available at: <https://www.runnymede.gov.uk/downloads/download/87/monitoring-progress-of-local-plan-policies>

Issue/Problem	Source	How Local Plan Can Address Issue	Relationship to Other PPPs
pressure on health/housing services		type/mix of housing required including for specialist needs and accessibility, provided this does not repeat NDMPs.	Strategy –be able to live in suitable accommodation with appropriate care and support to meet their changing needs now and in the future; have accommodation choices available to them to meet their range of health and social care needs flexibly and responsively. NPPF - Policy HO1 Development plans should take into account an assessment of the size, type and tenure of housing or other accommodation needed for different groups PPG Housing Needs of Different Groups Para 001 - Plan-making authorities should assess the need for housing of different groups and reflect this in planning policies. Surrey JSNA - Increase the availability and accessibility of new and appropriate specialist housing options for...older people... with care and support needs across Surrey.
Increase in population requiring additional housing and infrastructure/services	Baseline Information	The new Local Plan will need to plan for sufficient housing to meet identified needs and the infrastructure to support this.	NPPF Policy S1 The development plan should plan positively for future growth and change by: a) seeking to meet the development needs of their area as a minimum.
Affordability ratio worsening	Baseline information	The Local Plan will need to ensure delivery of a mix of affordable housing, including a mix	Policy HO1 Development plans should take into account an assessment of the size, type and

Issue/Problem	Source	How Local Plan Can Address Issue	Relationship to Other PPPs
		of tenures to meet needs of different groups.	tenure of housing or other accommodation needed for different groups, including: Those who require affordable housing Surrey Joint Strategic Needs Assessment - All available opportunities to increase affordable housing supply suitable for the needs of the community should be identified with a focus on increasing social rented supply; Runnymede Housing Strategy Statement - Ensure good quality affordable housing is available to local people in both the social and private sector; Increase the provision of affordable housing including low cost home ownership.
Housing development continues to over deliver smaller units	Baseline information	The Local Plan should include/retain policies for housing mix based on evidence of needs.	NPPF Policy HO1 Development plans should take into account an assessment of the size, type and tenure of housing or other accommodation needed for different groups
Deprivation scores in some areas of the Runnymede area within the worst 20-40% nationally	Baseline information	The Local Plan should aim to ensure opportunities to access infrastructure and other services are delivered and support delivery plans/projects for improving services/facilities. NPPF Policies HC3, HC4 and HC6 should also help to achieve this.	Fit for the Future - establish a neighbourhood health centre in every community, beginning with places where healthy life expectancy is lowest; deliver more urgent care in the community; expand same day emergency care services and co-located urgent treatment centres;

Issue/Problem	Source	How Local Plan Can Address Issue	Relationship to Other PPPs
			NPPF Policy HC1 - should attach considerable importance to providing sufficient education facilities, all types of health care provision and other essential community facilities and public service infrastructure over the plan period in a way that aligns with the needs of the local population Policies HC3, HC4 and HC6 – NDMPs for community facilities serving new development, proposals for new & improved community facilities and retention of key community facilities which do not need to be repeated in new Local Plan. Community Vision for Surrey 2030 - everyone has a great start to life, people live healthy and fulfilling lives, are enabled to achieve their full potential and contribute to their community, and no one is left behind. RBC Corporate Business Plan - For all residents to be able to engage and participate in their community, access services, facilities, amenities, leisure, and recreational opportunities locally
Maintaining/improving adult activity rates and improving childhood obesity rates.	Baseline Information	The Local Plan should aim to improve opportunities for enabling active lifestyles and healthier choices. NPPF Policy HC5 on hot food takeaways and HC7 on protecting recreational	Environmental Improvement Plan - Goal 10: Access to nature - ensure inclusive access to nature and protect nature's beauty and

Issue/Problem	Source	How Local Plan Can Address Issue	Relationship to Other PPPs
		land and facilities should also help to achieve this to some degree.	heritage. Commitments include: Make sure that everyone has access to green or blue spaces within a 15-minute walk from home; NPPF Policy HC1 - identify wider opportunities to promote good health, prevent ill-health, reduce health inequalities and support social interaction through their spatial strategy and land allocations NPPF Policies HC5 & HC7 – NDMP on hot food takeaways and protection of existing recreational facilities which do not need to be repeated in Local Plan. PPG Healthy & Safe Communities Para 004 - supporting opportunities for communities to access a wide range of healthier food production and consumption choices. Surrey Health & Wellbeing Strategy - Priority 1 - Supporting those of all ages in the Priority Populations to lead healthy lives by preventing physical ill health and promoting physical well-being Outcomes Levels of healthy weight and physical activity are increased. Runnymede Corporate Business Plan: Health & Wellbeing Strategy: For all residents to be able to engage and

Issue/Problem	Source	How Local Plan Can Address Issue	Relationship to Other PPPs
			participate in their community, access services, facilities, amenities, leisure, and recreational opportunities locally;

5. Baseline Information – Land & Soil

- 5.1 The surface geology in the south and west of Runnymede is formed from Bracklesham & Barton bedrock and to the north with Thames Group. Superficial deposits include River Terrace and Alluvium made up from sand, clay and gravel³⁴. This has given rise to extensive mineral extractions which have been subject to restoration.
- 5.2 The agricultural land classification identifies the best and most versatile (BMV) agricultural land as classes 1, 2 or 3a. Agricultural land in Runnymede is predominantly grades 4 or 5 with a limited amount of Grades 1-3a. According to the structure of agricultural industry in England statistics³⁵, there were 22 agricultural holdings in Runnymede in 2025 comprising 967ha of land. Most farm types found in Runnymede are classified as grassland. Whilst this a reduction in the number of holdings from 28 in 2016, the amount of land classified as agricultural holding has increased by 195ha.
- 5.3 The percentage of land within the Green Belt in Runnymede is 74%.
- 5.4 One of the aims of the Runnymede 2030 Local Plan is to make efficient use of land when developed by achieving average densities of 30 dwellings per hectare (dph). The average density of development achieved over the period 2020/21 – 2024/25 was 56dph³⁶.
- 5.5 The Council has a duty to enable the remediation of contaminated land through the planning system and to maintain a register of statutory contaminated sites. There are currently no statutory contaminated sites in Runnymede or sites on the Contaminated Land Register.

Future Baseline

- 5.6 In the absence of the plan, the extent of the Green Belt in Runnymede should be maintained in line with national planning policy which gives general protection aside in a few limited circumstances. However, this is uncertain given the recent introduction of Grey Belt designation in the latest NPPF and how this will affect development in the Green Belt moving forward. The new Local Plan will need to address the housing needs of a growing population which may place additional pressure on Green Belt and potential identification of land considered Grey Belt.
- 5.7 In the absence of the plan the amount of land classified as best and most versatile for agriculture is also likely to be maintained given the guidance set out in the NPPF and that this land in Runnymede will also be Green Belt. Again, there are some uncertainties with this given the new Grey Belt designation. However, for the same reasons as the Green Belt this could be placed under pressure with the new Local Plan addressing population growth.
- 5.8 Soil quality is likely to remain relatively stable in the future and even in the absence of the plan opportunities may present themselves to remediate land if contamination is present.

³⁴ British Geological Society maps available at: <https://www.bgs.ac.uk/map-viewers/geology-of-britain-viewer/>

³⁵ Structure of the agricultural industry in England (Defra). Available at: <https://www.gov.uk/government/statistical-data-sets/structure-of-the-agricultural-industry-in-england-and-the-uk-at-june>

³⁶ Annual Monitoring Report 2020/21 (RBC). Available at: <https://www.runnymede.gov.uk/downloads/download/87/monitoring-progress-of-local-plan-policies>

The guidance set out in the NPPF for making efficient and effective use of land is also likely to ensure that in the absence of the plan, development continues to come forward at reasonable densities (with densities at specified minimum levels required in certain locations by the NPPF). The new Local Plan should ensure that this continues to minimise the pressure on the Green Belt and agricultural land from population growth and housing need.

- 5.9 Based on the above, Table 5-1 sets out issues/problems, how the Local Plan can address these, if at all, and the relationship to the objectives of other relevant plans, policies and programmes.

Table 5-1: Issues/Problems for Land & Soils

Issue/Problem	Source	How Local Plan Can Address Issue	Relationship to Other PPPs
Population growth will place pressure on Green Belt/ agricultural land.	Baseline Information Other PPPs	The new Local Plan will need to carefully consider the location of additional development and ensure it continues to make the most effective and efficient use of land and where it can avoid land of highest agricultural value.	Environmental Improvement Plan - Bring at least 40% of England's agricultural soil into sustainable management by 2028, increasing to 60% by 2030; NPPF Policy L1 Development plans should: Identify ways of accommodating as much as possible of the identified need for development in the area on previously developed land...setting minimum density standards for town centres and locations with high connectivity; NPPF Policy N1(1c) Steer the location of development including through site allocations in ways which utilises land of least environmental value...This should include...avoiding the use of higher quality agricultural land. NPPF Policy GB4 - When defining Green Belt boundaries... local plans should: Promote sustainable patterns of development, including

			by giving priority to the release of previously developed land within the Green Belt, then to grey belt land which is not previously developed and then other Green Belt locations
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6. Baseline Information – Water

- 6.1 Watercourses and lakes are a key characteristic of the Runnymede area, with the River Thames forming the northern and eastern boundary, and the Rive Ditch forming the south eastern boundary. The rivers Wey, the Addlestone Bourne and the Chertsey Bourne run through the Addlestone and Chertsey areas of the Runnymede area. Consequently, much of the eastern side of Runnymede is subject to flood risk including areas of functional floodplain.
- 6.2 The water environment can be polluted from a variety of sources including point sources, such as a sewage outlet or from diffuse sources such as rainwater run-off from roads. Untreated pollutants can have adverse effects on human health and can have adverse effects on the natural environment, not just the water environment.
- 6.3 The Water Environment Regulations seek to improve the water environment including key objectives for water bodies. The Thames River Basin District Management Plan³⁷ produced by the Environment Agency divides the Thames catchment into a number of operational catchments. The area of Runnymede lies within the Wey operational catchment, which is further sub-divided into 42 waterbodies, as well as the Thames Lower operational catchment which is formed from 17 waterbodies.
- 6.4 Table B3 in Appendix B sets out water bodies from the Wey and Thames operational catchments which run through Runnymede and their ecological condition status over time and Table 6-1 below sets out a summary of this. Condition status is derived from the Environment Agency³⁸.

Table 6-1: Waterbodies and Condition Status Summary

Waterbody	Ecological Status			Trend	Notes
	2013	2019	2022		
Addlestone Bourne (West End to Hale/Mill Bourne)	Moderate	Moderate	Moderate	-	Reasons for not achieving good status due to sewage discharge
Hale/Mill Bourne (Bagshot to Addlestone Bourne)	Moderate	Moderate	Moderate	-	Reasons for not achieving good status due to sewage discharge, land drainage from agriculture and drainage from transport
Addlestone Bourne (Mill/Hale to Chertsey Bourne)	Good	Moderate	Moderate	-	Reasons for not achieving good status due to sewage discharge
Chertsey Bourne (Ascot to Virginia Water)	Moderate	Poor	Good	✓	N/A
Chertsey Bourne (Sunningdale to Virginia Water)	Poor	Poor	Poor	-	Reasons for not achieving good status due to physical modification including land drainage from agriculture, barriers, urbanisation and natural

³⁷ Thames River Basin District River Basin Management Pan (Environment Agency) 2022. Available at: <https://www.gov.uk/guidance/thames-river-basin-district-river-basin-management-plan-updated-2022> <https://www.gov.uk/government/publications/thames-river-basin-district-river-basin-management-plan>

³⁸ <https://environment.data.gov.uk/catchment-planning/>

Waterbody	Ecological Status			Trend	Notes
	2013	2019	2022		
					causes including drought and mineralisation.
Virginia Water Lake	Poor	Poor	Poor	-	Reasons for not achieving good status due to sewage discharge and recreation.
Chertsey Bourne (Virginia Water to Chertsey)	Moderate	Moderate	No Data	-	Reasons for not achieving good status due to physical modification including barriers, sewage discharge and recreation.
The Moat at Egham	Moderate	Poor	No Data	x	Reasons for not achieving good status due to sewage discharge, physical modification including drainage from transport, land drainage from agriculture & barriers, recreation, natural causes such as drought and surface water abstraction.
Chertsey Bourne (Chertsey to River Thames)	Moderate	Poor	Poor	-	Reasons for not achieving good status due to sewage discharge and urbanisation.
Thorpe Park Lakes	Moderate	Poor	Poor	-	Reasons for not achieving good status due to land drainage from agriculture and recreation.
Wey Navigation	Moderate	Moderate	Moderate	-	Reasons for not achieving good status due to sewage discharge, agriculture, recreation and physical modification.
Thames (Cookham to Egham)	Moderate	Moderate	Moderate	-	Reasons for not achieving good status due to sewage discharge, poor nutrient management, surface water abstraction and physical modification.
Thames (Egham to Teddington)	Moderate	Poor	Poor	-	Reasons for not achieving good status due to sewage discharge, poor nutrient management, surface water abstraction, low flow and physical modification.

6.5 As can be seen above, recent trends in the ecological status of waterbodies within Runnymede are either in a moderate or poor status with many declining over time with one improving (Chertsey Bourne Ascot to Virginia Water). A number of reasons for this

include sewage discharge and drainage either from agriculture/transport or physical modifications. As such, a number of the reasons for not meeting a 'Good' status are largely beyond the scope and control of the Local Plan. However, policies in the NPPF set out how wastewater capacity should be a key consideration in identifying the infrastructure needed to support local plan growth scenarios. The Thames Water Drainage and Wastewater Management Plan³⁹ (DWMP) recognises that growth will drive the development of new homes, communities and infrastructure, placing greater demand on the area's wastewater systems, and commits to reducing the duration of storm overflow discharges by 50% by 2030, and by 80% at sensitive sites.

- 6.6 Two groundwater units also lie within Runnymede, the Chobham Bagshot Beds unit and the Lower Thames Gravels unit. The Chobham Bagshot Beds unit's overall status is identified as poor, although good for water quantity but poor for chemical status and the Lower Thames Gravels unit's status is poor for quantity but has a good chemical status. Table B4 shows the status of both units over time and a summary is set out in Table 6-2 below. 2019 is the latest data available from The Environment Agency on the status of these two groundwater units.

Table 6-2: Quantity Status of Thames Groundwater Units in Runnymede

Waterbody	Quantity Status		Trend	Notes
	2013	2019		
Chobham Bagshot Beds	Good	Poor	x	Poor overall status. Good for quantitative status and quantitative balance but poor for chemical status. Reasons for poor status are poor nutrient management suspected from agriculture/land management
Lower Thames Gravels	Good	Poor	x	Poor for quantitative status and quantitative balance but good for chemical status. Reasons for poor status are probable sewage discharge.

- 6.7 In terms of water resource Runnymede lies in an area of serious water stress as identified by the Environment Agency⁴⁰. The provider of potable water for the Runnymede area is Affinity Water, but the area sits within the wider Water Resources South East regional group, which identifies the strategic investment required to secure water supplies for the future
- 6.8 The Affinity Water Resource Management Plan (WRMP)⁴¹ identifies the Runnymede area within the Central region and the Wey community. The Resource Management Plan sets out that the amount of water currently available to supply customers will not meet future demand. Proposals to ensure water supply include:

2025-2030 – Helping communities reduce water usage to 110 litres per person per day

³⁹ Thames Water: Our Drainage and Wastewater Management Plan 2025-2050 (2023). Available at: <https://www.thameswater.co.uk/media-library/vb5gms1j/the-plan.pdf>

⁴⁰ Water Stressed Areas – Final Classification (Environment Agency) 2021. Available at: <https://www.gov.uk/government/publications/water-stressed-areas-2021-classification>

⁴¹ Affinity Water Resource Management Plan (2024). Available at: <https://affinitywater.uk.engagementhq.com/wrmp>

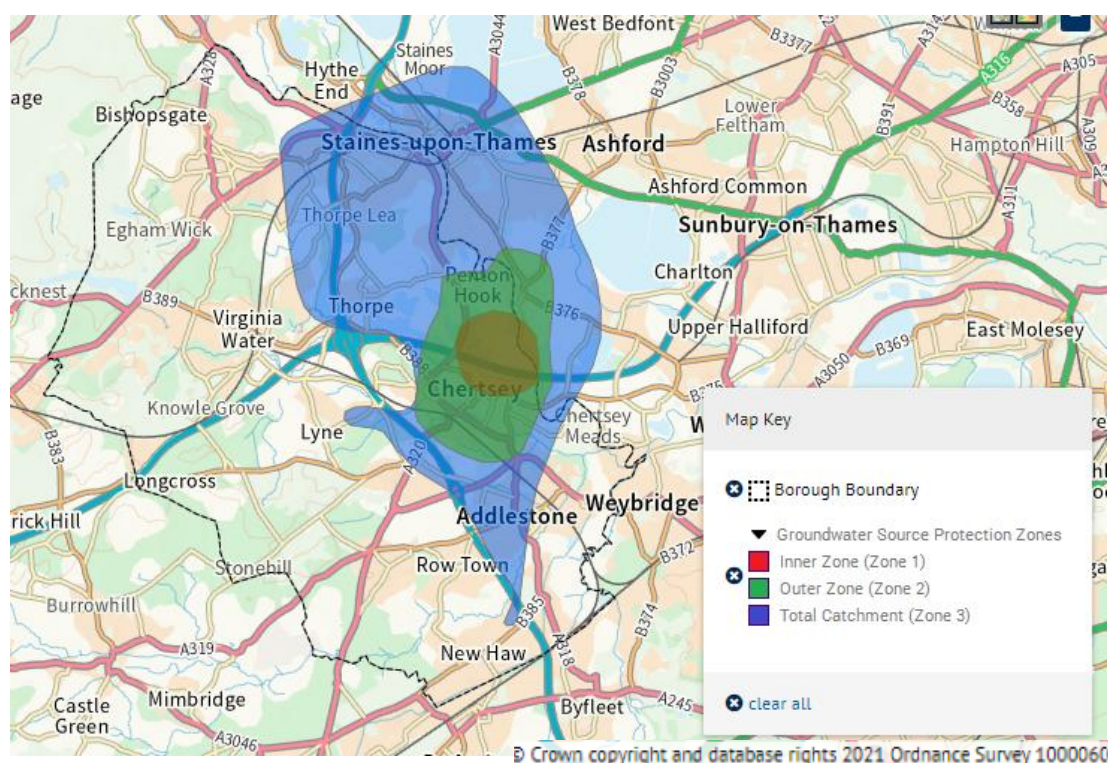
by 2050, roll out of 400,000 smart meters, leakage control, maximise current sources, improve connectivity and resilience to drought, start planning permission and construction of Grand Union Canal to serve central region and planning permission for south east strategic reservoir to supply central region:

2030-2040 - Install a further 1,055,000 smart meters, encourage water recycling and water efficiency for business customers, support strategic schemes, delivery of Grand Union Canal by 2033, construction of South East Strategic Reservoir, mains renewals;

2040 and beyond – Achieve 50% leakage reduction, support further strategic schemes and further sources and transfers.

- 6.9 The Wey Catchment Abstraction Licensing Strategy⁴² produced by the Environment Agency identifies that for the Weybridge Assessment Point (AP) there is restricted water available for licensing.
- 6.10 As highlighted in the section on biodiversity the Basingstoke Canal suffers from water shortages especially in the summer months and this is reflected in the amount of the SSSI meeting its PSA target.
- 6.11 Map 6-1 below shows the extent of groundwater protection zones in Runnymede.

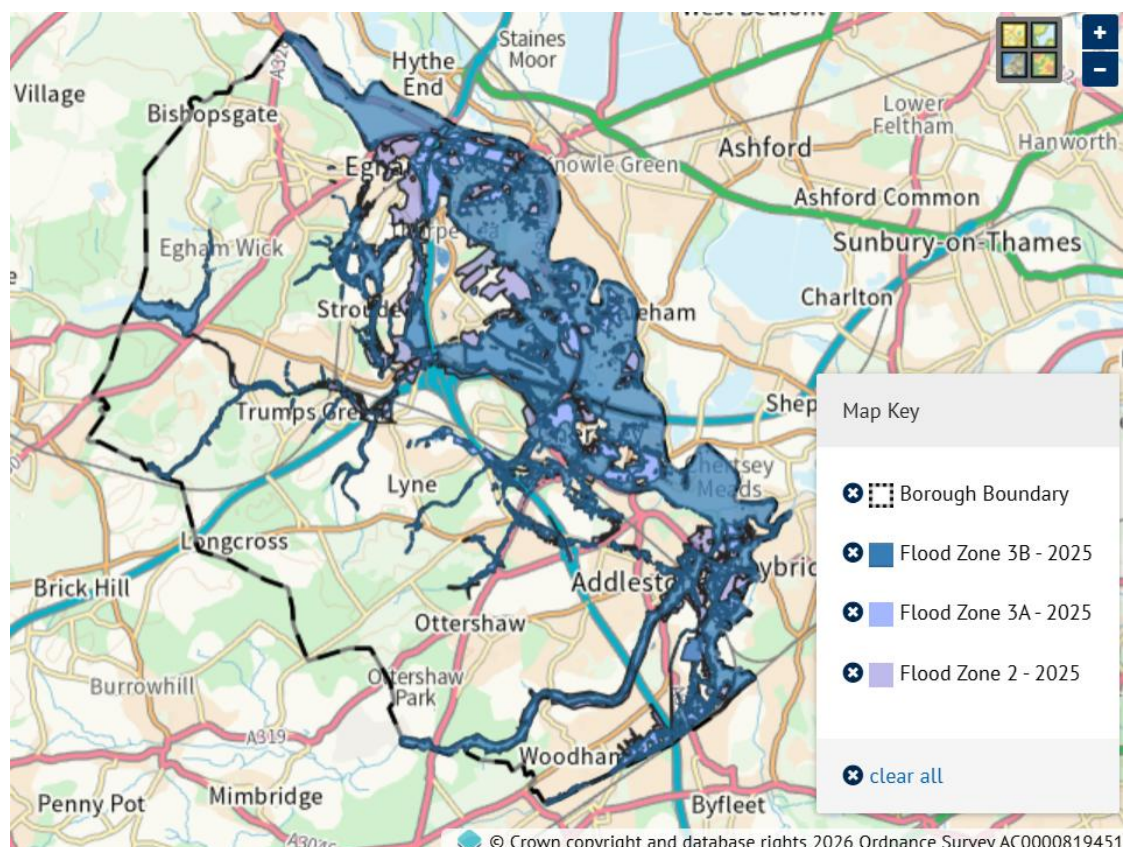
Map 6-1: Groundwater Protection Zones in Runnymede



- 6.12 Map 6-2 below shows the extent of areas at risk of fluvial flooding in Runnymede (2025).

⁴² Wey Catchment Abstraction Licensing Strategy (Environment Agency) 2019

Map 6-2: Extent of Fluvial Flood Risk Zones in Runnymede



- 6.13 In Runnymede in October 2013 there were 12,418 properties in flood zone 2 and 8,620 residential properties in flood zone 3. With regard to commercial properties, 1,267 were located within flood zone 2 and 668 commercial properties are located in flood zone 3.
- 6.14 According to the Strategic Flood Risk Assessment (2018)⁴³, the River Thames and its tributaries including the Addlestone Bourne, Chertsey Bourne and River Wey are the primary sources of flood risk in the Runnymede area and it identifies that the floodplain of the Thames is fairly extensive in the east of the Runnymede area due to the flat, low lying nature of the land. Other sources of fluvial flooding include the Hurst Ditch, Meadlake Ditch and the Moat which are all tributaries of the Chertsey Bourne system that flow southwards through Egham, Egham Hythe and Thorpe. In Runnymede more than 20% of properties lie within Flood Zone 3 (see Map 6-2).
- 6.15 The Runnymede area contains no formal flood defences and there is a long record of flooding from rivers in the area, and in particular from the River Thames. Major recorded flood events occurred in 1898, 1947, 1968, 2003 and late 2013-early 2014. Areas within the town centre of Chertsey are also identified as dry islands. These areas could become isolated and cut off from surrounding areas in the occurrence of a fluvial flooding event.
- 6.16 The River Thames Scheme (RTS) is a proposed programme of projects to reduce flood risk in communities between Egham and Teddington and includes the creation of a new river channel built in two sections in Runnymede (between Egham Hythe & Chertsey) and Spelthorne. The scheme will help to reduce flood risk to hundreds of

⁴³ Runnymede Level 1 Strategic Flood Risk Assessment (RBC) 2018. Available at: <https://www.runnymede.gov.uk/planning-policy/planning-policy-evidence-based-documents/5>

properties in Runnymede. A mid project review undertaken in 2024 concluded that channels with weir improvements is still the best option for reducing flood risk.

Future Baseline

- 6.17 Whilst the Water Environment Regulations and River Thames Basin Management Plan set targets for the status of water bodies in the Thames catchment, a number of issues identified involve actions which are beyond the scope of local planning such as sewage discharge and drainage from agriculture and transport. In a number of cases the achievement of objectives to reach 'Good' status by 2027 are identified as disproportionately expensive or burdensome. As such, without action from other sectors, the quality of Runnymede's waterbodies are unlikely to improve in the future. Therefore, in the absence of the plan, the future ecological and chemical status of waterbodies in Runnymede are unlikely to see improvement in the short to medium term.
- 6.18 Whilst the new Local Plan cannot address issues of water quality beyond its scope, NPPF Policy F8 should ensure that development does not add to water quality issues through the use of sustainable drainage systems to ensure that water leaving development sites is of a good quality. This could be integrated with biodiversity net gain and delivery of blue/green infrastructure to ensure a holistic approach to the natural environment.
- 6.19 In the absence of the plan the South East is likely to remain an area of serious water stress into the long-term. Affinity Water, and Water Resources South East, identify insufficient supply to meet demand but have set out measures to reduce the demand/supply balance including the aim to improve water efficiency to between 110 litres per person per day by 2050 and delivering further water resources such as the Grand Union Canal.
- 6.20 The impact of climate change is also likely to add to uncertainties on water quality and quantity. If, as predicted, summers become hotter and drier, water resources and freshwater environments would be placed at increased risk of water scarcity with a likely increase in demand from the population. High demand in periods of hot weather coupled with restricted availability of surface water supplies could also adversely affect groundwater and aquifers.
- 6.21 In this respect the new Local Plan should include and/or retain policies to ensure water efficiency in new development is delivered in line with the aim to achieve 110 litres per person per day. The new Local Plan could also set out how any optional technical standard in Part G of the Building Regulations is achieved through consideration of incorporation of greywater harvesting and recycling measures.
- 6.22 If, as predicted, warmer and wetter winters become more prevalent, the increased incidence of heavy and intense rainfall could result in an increased risk of flooding from fluvial sources and non-fluvial sources. Whilst the River Thames Scheme, if delivered, will reduce fluvial flood risk to some properties in Runnymede, others will remain in high risk areas. The extent of fluvial flood risk (with an allowance for climate change modelled) in the Runnymede area is therefore unlikely to change significantly in the future.
- 6.23 However, in the absence of the plan the NPPF directs new development away from areas of highest risk and the River Thames Scheme does not require the Local Plan for its delivery. Whilst NPPF policies F4 to F7 set out the NDMPs for dealing with flood risk and need not be repeated, the new Local Plan should ensure support for the River Thames Scheme. As set out above, the use of sustainable drainage and infiltration techniques is also covered by NPPF Policy F8 and need not be repeated in the new

Local Plan. There is also scope for the new Local Plan to set out locally-specific requirements to address dry island issues, but this is potentially addressed by Policy F5 of the NPPF which sets out how site-specific flood risk assessments must clearly demonstrate access or escape routes are not located in areas that would be at risk of flooding.

- 6.24 Based on the above, Table 6-3 sets out issues/problems, how the Local Plan can address these, if at all, and the relationship to the objectives of other relevant plans, policies and programmes.

Table 6-3: Issues/Problems for Water

Issue/Problem	Source	How Local Plan Can Address Issue	Relationship to Other PPPs
Ecological/Chemical quality of waterbodies in Runnymede continues to deteriorate or fails to improve	Baseline Information	Whilst some impacts on local waterbodies are beyond the scope of the Local Plan to control, NPPF Policy F8 should ensure use of SuDS in new development to ensure water quality and need not be repeated in the new Local Plan. Local Plan could reiterate use of 8m buffer zones to watercourses.	Environmental Improvement Plan: Goal 3: Water – ensure English waters are clean, resilient and plentiful. Commitments include: Require standardised sustainable drainage systems (SuDS) in all new developments with drainage impacts NPPF Policy F8 – NDMP for sustainable drainage systems and watercourses which does not need to be repeated in new Local Plan.
Runnymede is within an area of serious water stress.	Baseline information	Local Plan should include or retain policies for water efficiency which achieve the optional technical standard within Part G of the Building Regulations for residential development and could specify that greywater recycling and rainwater harvesting measures be considered to achieve the higher standard. The NPPF limits the extent to which the Local Plan can address water efficiency in non-residential buildings.	WRSE Final Regional Plan - Every customer will also need to lower their water use to help meet national targets of 9% by 2027; by 14% by 2032; and by 20% by 2038 – so that eventually we all use only 110 litres of water per person, per day. Affinity Water Resource Management Plan - aim to reduce water use to 110 litres per person per day by 2050. Thames & Wey Abstraction Strategies – Restricted water available for licensing NPPF Policy PM13 -

Issue/Problem	Source	How Local Plan Can Address Issue	Relationship to Other PPPs
			1b) Not cover matters which are already addressed by Building Regulations, other than in relation to: ii) water efficiency, for which it may be appropriate to apply the tighter building regulations optional requirement...
Extensive areas of the Runnymede area are located in and likely to remain in areas at highest risk of fluvial flooding including climate change impacts.	Baseline Information	Local Plan will need to follow NPPF sequential approach to flood risk in plan making and give support for the River Thames Scheme and any other flood defence/alleviation projects. NPPF policies F4 to F7 should also help to achieve this to some degree. Where it is able to do so, the Local Plan could also seek to address the dry island issues in Chertsey.	NPPF Policy F2 - Development plans should take a risk based approach by: a) applying the sequential test; b) safeguarding land that is, or is likely to be, required for current or future flood management; NPPF Policies F4 to F7 – NDMPs for assessing flood risk, the sequential test, development in areas at risk of flooding and ensuring development is safe from flooding which do not need to be repeated in new Local Plan. Surrey Flood Risk Management Strategy - reduce the risk of flooding to and from development through local planning policy and processes.

7. Baseline Information – Air & Noise

- 7.1 Vehicle emissions are now the principal source of air pollution in the UK given the decline of using coal for domestic heating or in coal-fired power stations. Emissions from vehicles can include carbon monoxide, carbon dioxide, oxides of nitrogen, volatile organic compounds (VOC) and particulate matter (PM). These pollutants can have a detrimental effect on human health and the natural and built environment.
- 7.2 NO₂ can also have adverse effects on natural habitats which are dependent on low levels of nutrients such as the lowland heathland covered by the Thames Basin Heaths SPA and Thursley, Ash, Pirbright and Chobham Common SAC. The Department of Transport's Transport Analysis Guidance⁴⁴ states that beyond 200m the contribution of vehicle emissions from the roadside to local pollution levels is not significant. The majority of highways within Runnymede do not lie within 200m of the SPA/SAC, but several do, including the M3 motorway, Longcross Road and Chobham Lane.
- 7.3 Table 7-1 below sets out the UK's air quality objectives for a number of pollutants for protection of human health and for the protection of vegetation and ecosystems. Also note that the Environmental Targets (fine particulate matter)(England) Regulations 2023⁴⁵ sets out targets for achieving annual mean concentrations of PM_{2.5} at 10 micrograms per cubic meter (µg/m³) by 2040 and population exposure to PM_{2.5} to be reduced by 35% from 2018 levels by 2040.

Table 7-1: UK Air Quality Objectives for Human Health & Ecosystems⁴⁶

Pollutant	Objective
Human Health	
Nitrogen Dioxide	40µg/m ³ (annual mean)
Sulphur Dioxide	125µg/m ³ (24 Hour Mean, not to be exceeded more than 3 times a year)
PM10	40µg/m ³ (annual mean)
PM2.5	20µg/m ³ (annual mean)
Ecosystems	
Nitrogen Dioxide	30µg/m ³ (annual mean)
Sulphur Dioxide	20µg/m ³ (annual mean)

- 7.4 Air quality in Runnymede is generally good. The Council published an Air Quality Modelling Report from Cambridge Environmental Research Consultants in 2018⁴⁷ which modelled a baseline scenario for 2015 and again in 2036 with the adoption of the 2030 Local Plan. Map 7-1 shows the baseline scenario in 2015, with red/orange colours indicating higher annual average NO₂/PM10 & PM2.5. As can be seen higher annual average NO₂/PM10/PM2.5 occurs around major highways in the Runnymede area including the M3, M25, A320 and A317.

⁴⁴ Transport Analysis Guidance: TAG Unit A3 (DfT) 2026. Available at:

<https://www.gov.uk/government/publications/tag-unit-a3-environmental-impact-appraisal>

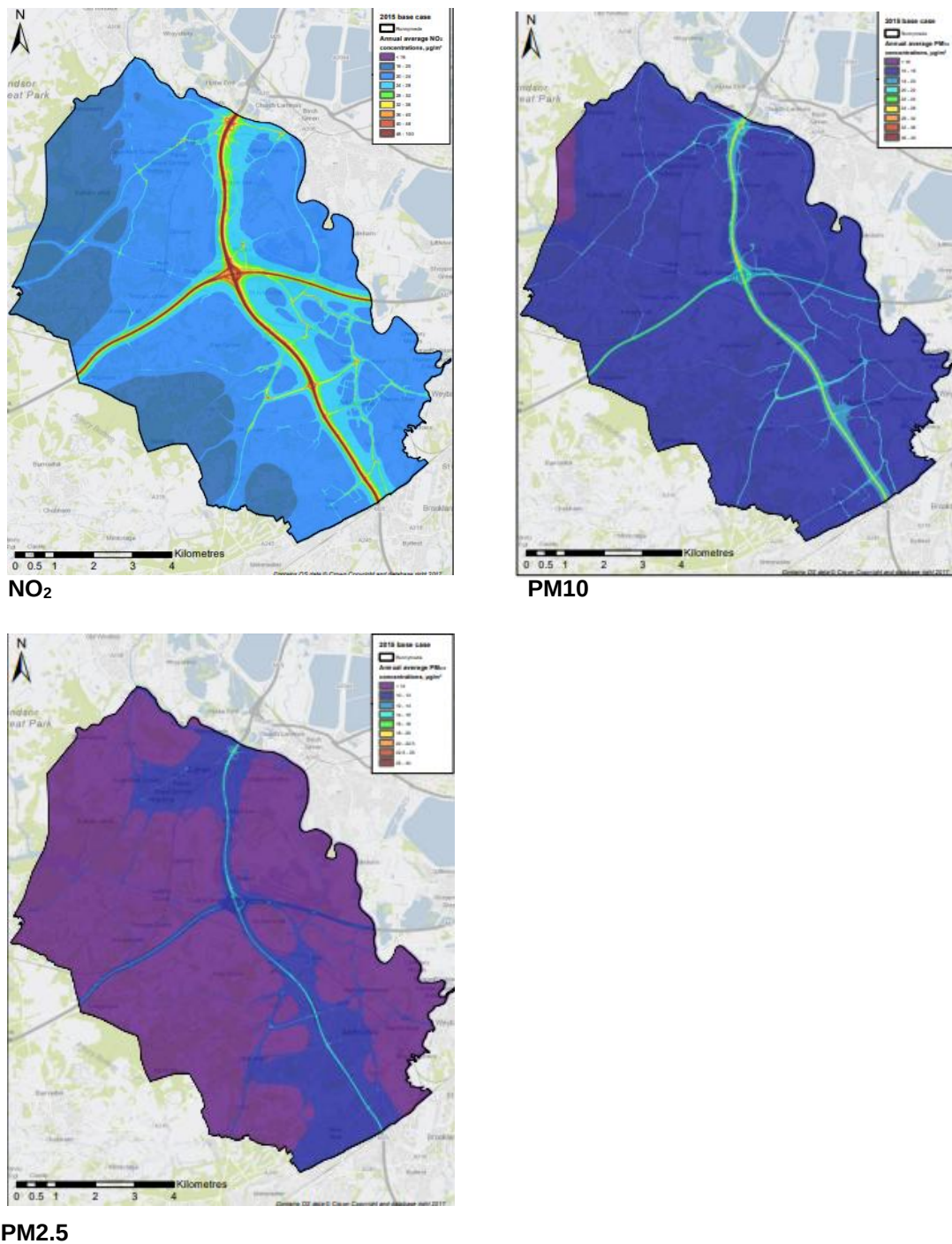
⁴⁵ Environmental Targets (fine particulate matter)(England) Regulations. Available at:

<https://www.legislation.gov.uk/uksi/2023/96/contents/made>

⁴⁶ UK Air Quality Limits. Available at: <https://uk-air.defra.gov.uk/air-pollution/uk-limits>

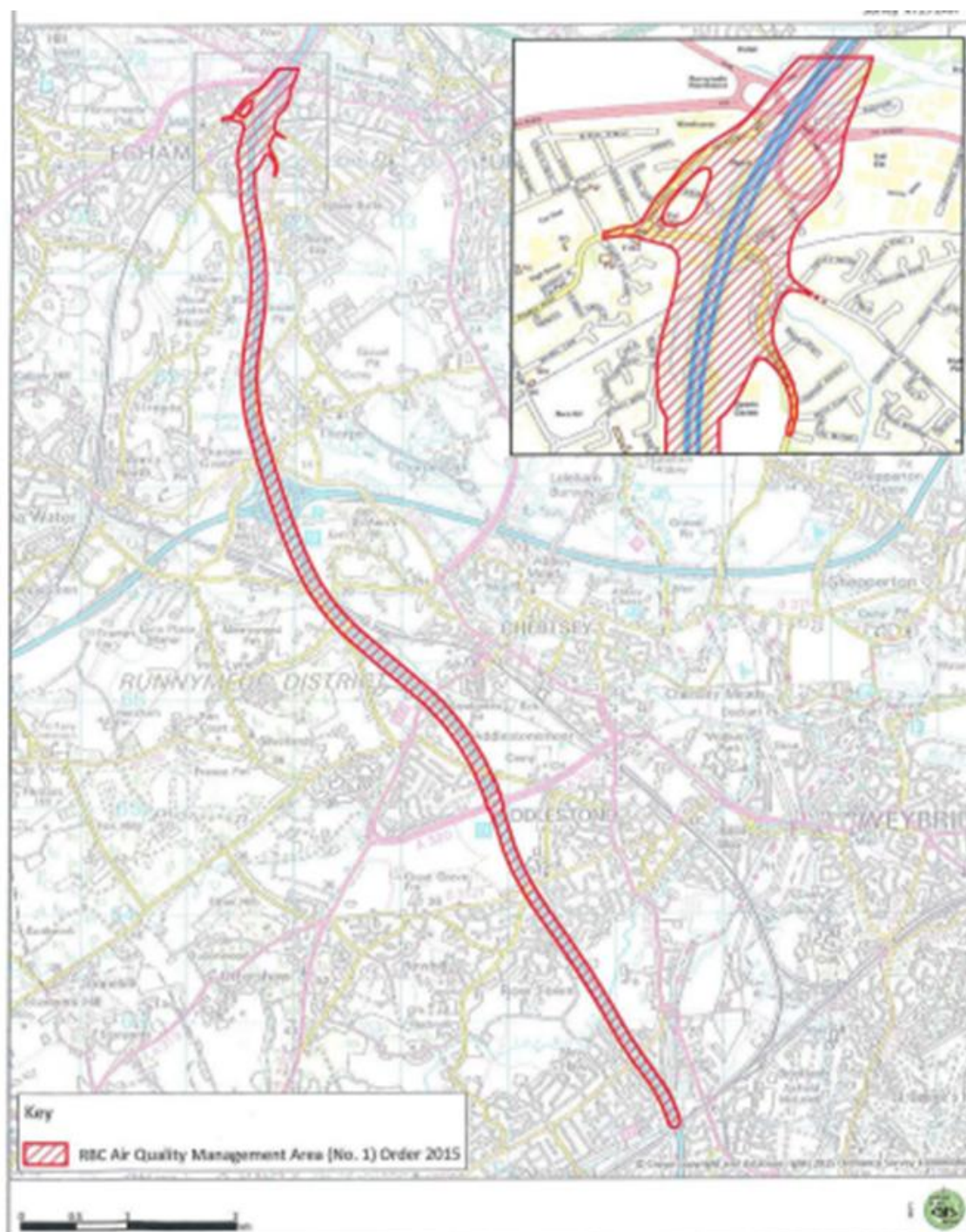
⁴⁷ Runnymede Air Quality Modelling Report (Cambridge Environmental Research Consultants) 2018. Available at: <https://www.runnymede.gov.uk/planning-policy/planning-policy-evidence-based-documents/2>

Map 7-1: Air Quality Modelling Baseline Scenario 2015



- 7.5 However, two traffic related Air Quality Management Areas (AQMAs) have been declared for nitrogen dioxide (NO₂) and particulate matter (PM10): one adjacent to the M25 (see Map 7-2) which was extended in 2015 to include Vicarage Road in Egham and the other in Addlestone at the Brighton Road/Church Road/Station Road/ High Street junction (see Map 7-3).

Map 7-2: Extent of M25 AQMA in Runnymede



Map 7-2: Extent of Addlestone AQMA



- 7.6 Air quality results for NO₂ from monitoring stations between 2018 and 2022 within Runnymede are shown in Table B-5 in Appendix B. The results show that in the majority of locations air quality is improving and in 2022 no locations recorded any exceedance of UK air quality targets for NO₂, including new monitoring stations added since 2020.
- 7.7 The Runnymede Air Quality Annual Status Report (2023)⁴⁸ states that both PM10 and PM2.5 are not monitored in Runnymede, however modelling work indicates PM10 does not exceed air quality objectives and neither does Sulphur Dioxide.
- 7.8 Although background concentrations of nitrogen oxides in Runnymede are below air quality objectives for the protection of human health, the current levels can affect sensitive ecological receptors.

⁴⁸ Runnymede Air Quality Annual Status Report (RBC) 2023. Available at: <https://www.runnymede.gov.uk/pollution/air-quality-1/3>

- 7.9 Runnymede lies within a short distance of The Thursley, Ash, Pirbright and Chobham SAC and Thames Basin Heaths SPA at Chobham Common. Air quality data from the Air Pollution Information System (APIS)⁴⁹ shows results for Nitrogen deposition and Sulphur Dioxide at locations taken within Chobham Common adjacent to highways in or near Runnymede. The critical load for nitrogen deposition is 5-15-kgN per hectare per year. This is shown in Table 7-2 and data is a 3 year mean at a resolution of 5km over the periods 2017-2019 and 2020-2022.

Table 7-2: Concentrations of Air Pollutants at Chobham Common

Location	Concentration N		Concentration SO ₂	
	2017-2019	2020-2022	2017-2019	2020-2022
Staple Hill/Longcross Rd	13.02KgN	11.4KgN	1.1µg/m ³	1.2 µg/m ³
Windsor Road (adj M3)	12.88KgN	11.1KgN	1.36µg/m ³	1.3 µg/m ³

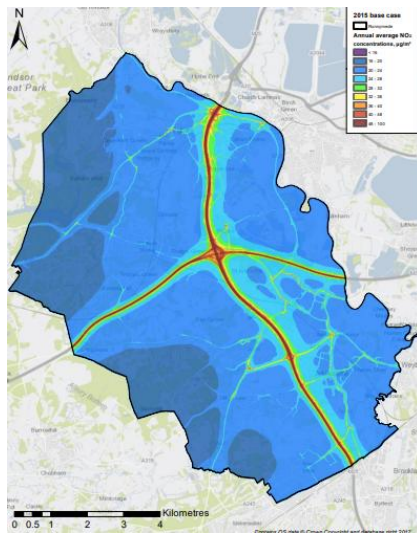
- 7.10 Table 7-2 shows that for locations at Chobham Common close to Runnymede nitrogen deposition exceeds minimum critical loads but is lower than maximum critical loads of 15kgN per ha per year. The data also shows that nitrogen deposition reduced in both locations from the 2017-2019 period to 2020-2022. The concentration of Sulphur Dioxide increased slightly in one of the locations and reduced slightly in the other between the periods 2017-2019 and 2020-2022 but are both below critical loads of 10µg/m³.
- 7.11 The period 2020-2022 covers the time of the Covid-19 pandemic when people generally travelled less by car, which could be the reason for the fall in nitrogen deposition and/or it could be down to improvements in vehicle technology. Further evidence in future years would need to be assessed to see if the reduction in nitrogen deposition is on a general downward trend. Reasons for the slight fluctuations in Sulphur Dioxide are unknown at this time although nationally emissions of Sulphur Dioxide have decreased by 97% since 1990.
- 7.12 Main sources of noise in the Runnymede area are road traffic, especially from the M3 and M25, rail movements and aircraft noise from Heathrow Airport. The latter mainly affects the area to the north of Runnymede in Egham and Englefield Green. Other sources of noise include some business premises, the night-time economy and construction operations. Fair Oaks airfield to the south of Ottershaw is also a noise generating use.

Future Baseline

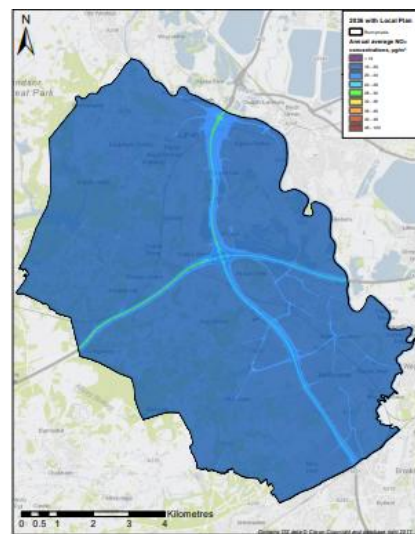
- 7.13 Map 7-4 shows the modelled air quality in Runnymede in 2036 as taken from the Air Quality Modelling Report 2018³⁰ as compared to the 2015 baseline. This is the predicted future baseline with the now adopted 2030 Local Plan but in the absence of the new Local Plan.

⁴⁹ <http://www.apis.ac.uk/>

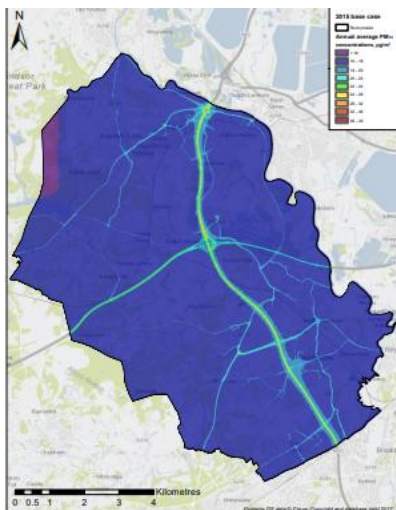
Map 7-4: Air Quality Modelling Scenario 2036



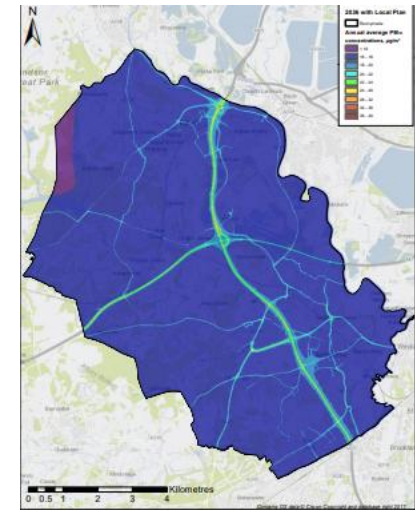
2015 NO₂



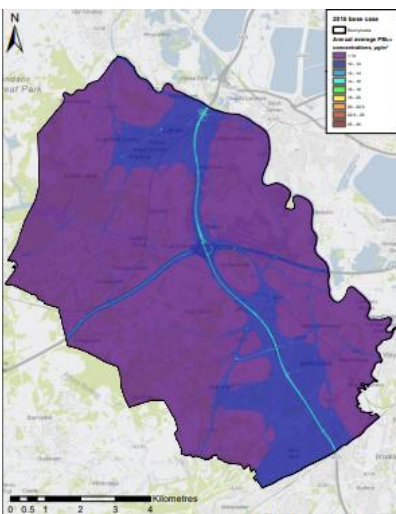
2036 NO₂



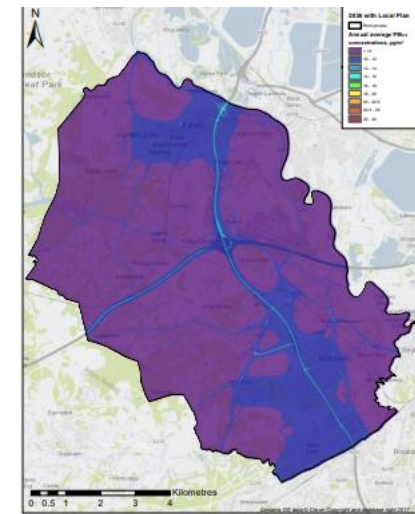
2015 PM₁₀



2036 PM₁₀



2015 PM_{2.5}



2036 PM_{2.5}

- 7.14 The Air Quality Modelling Report of 2018 found a decrease in NO₂ concentrations between 2015 and 2036. This is explained as arising from reductions in traffic exhaust emissions from predicted improvements in engine technology. Concentrations of PM10 and PM2.5 are not modelled to decrease to the same extent but do not exceed the standards in 2036.
- 7.15 Given the above, it is considered that even in the absence of the new Local Plan air quality within Runnymede should generally continue to improve in the future. However, there is some uncertainty for this depending on whether advances in vehicle technology come forward as expected which may be revealed by future air quality monitoring. Nevertheless, the general direction of travel for policy is to increase use of electric/hybrid vehicles and end the sale of new petrol/diesel vehicles⁵⁰.
- 7.16 Improvements in air quality may also depend on the levels of congestion in Runnymede into the future and this is uncertain. However, the Highways Authority is currently preparing a Local Cycling & Walking Strategy for the Runnymede area and planned improvements to the A320 corridor may help to manage congestion, although some of these improvements could be off-set by the construction of a third runway at Heathrow Airport, if this were to go ahead.
- 7.17 In this respect the new Local Plan will need to carefully consider the spatial strategy for the Runnymede area to ensure sustainable patterns of development which in turn can aid sustainable patterns of travel. New Local Plan policies should also include and/or retain policies which give support to schemes for improving public transport, walking and cycling infrastructure and electric vehicle charging infrastructure. Ensuring development does not give rise to or is affected by adverse air quality impacts should be covered by NPPF Policy P3 and need not be repeated in the new Local Plan.
- 7.18 In terms of noise, the future baseline is uncertain. The potential construction of a third runway and/or intensification of use of two runways at Heathrow Airport may give rise to further noise impacts to the north of the Runnymede area in the medium to longer term and although advances in vehicle technology may reduce some traffic engine noise over time, noise from vehicle movements as a whole may not reduce. Noise arising from rail movements is also likely to continue into the future. Whilst noise from construction is uncertain, impacts should largely be over the short-term. The new Local Plan will need to consider the location of development in terms of noise impacts, however protecting living conditions and existing businesses and property from noise impacts should be covered by NPPF Policies P3 & P4 and need not be repeated in the new Local Plan.
- 7.19 Based on the above, Table 7-3 sets out issues/problems, how the Local Plan can address these, if at all, and the relationship to the objectives of other relevant plans, policies and programmes.

Table 7-3: Issues/Problems for Air & Noise

Issue/Problem	Source	How Local Plan Can Address Issue	Relationship to Other PPPs
New development could generate additional traffic	Baseline Information	The new Local Plan should ensure sustainable patterns of	Better Connected: Align transport and development

⁵⁰ Phasing out sales of new petrol and diesel cars from 2030 and supporting the ZEV transition. Available at: <https://www.gov.uk/government/consultations/phasing-out-sales-of-new-petrol-and-diesel-cars-from-2030-and-supporting-the-zev-transition/outcome/phasing-out-sales-of-new-petrol-and-diesel-cars-from-2030-and-supporting-the-zev-transition-summary-of-responses-and-joint-government-response>

Issue/Problem	Source	How Local Plan Can Address Issue	Relationship to Other PPPs
related emissions and increase/sustain congestion levels.		development and support strategies and improvements to public transport/cycling/walking infrastructure and connections.	Gear Change - Accelerating modal shift to public and active transport; ensure active travel is embedded in wider policy. Decarbonising Transport - embed transport decarbonisation principles in spatial planning and across transport policymaking. NPPF Policy TR1 Locating proposed development where it can support sustainable patterns of movement and make effective use of existing or proposed transport infrastructure... NPPF Policy TR6 – NDMP for assessing transport impacts which do not need to be repeated in new Local Plan. Transport Strategy for the South East - Embedding walking and cycling infrastructure into new developments and local plans. Local Transport Plan 4 - key policies include prioritising walking and cycling to improve health, working with operators to improve journeys on public and shared transport, promoting zero emission vehicles and planning local neighbourhoods to reduce the number and length of car trips.
Improvements in vehicle technology	Baseline Information	The new Local Plan should include/retain	Ten Point Plan for Green Industrial

Issue/Problem	Source	How Local Plan Can Address Issue	Relationship to Other PPPs
may not advance as expected.		policies for provision of EV charging infrastructure and inclusion of car clubs where possible: Part S of the Building Regulations addresses EV infrastructure provision, and the new NPPF states that local plans should not cover matters already addressed by Building Regulations.	Revolution - accelerating the shift to zero emission vehicles. Greener Futures Climate Change Delivery Plan - Roll out EV charge point infrastructure. Local Transport Plan 4 and supporting guidance – sets out standards for provision of EV charging points within new developments, and how all new car club vehicles provided by development shall be electric.
Development affected by existing air quality impacts.	Baseline Information	Location of new Local Plan allocations should consider impact to and from air quality.	NPPF Policy P1 - Consider wider opportunities to reduce air, water, soil, noise or any other form of pollution and contribute to compliance with national and local environmental targets and objectives... NPPF Policy DP3 – Incorporate and/or connect to green infrastructure network to improve air and water quality. NPPF Policy TR3 – Seeks to secure net environmental gains such as reductions in air pollution, where this environmental impact is identified.
Development and/or existing property/businesses exposed to noise impacts.	Baseline Information	Location of new Local Plan allocations, including mixed uses should consider impact to and from noise. NPPF Policies P3 & P4 should help to protect living conditions and businesses from noise impacts and need not be	Noise Policy Statement for England - avoid significant adverse impacts on health and quality of life. Mitigate and minimise adverse impacts on health and quality of life. NPPF Policy P1 - Consider wider

Issue/Problem	Source	How Local Plan Can Address Issue	Relationship to Other PPPs
		repeated in the new Local Plan.	opportunities to reduce air, water, soil, noise or any other form of pollution and contribute to compliance with national and local environmental targets and objectives... NPPF Policies P3 & P4 – NDMPs for assessing living conditions & pollution and impact of development on existing activities which do not need to be repeated in new Local Plan.

8. Baseline Information – Climate

- 8.1 The Intergovernmental Panel on Climate Change (IPCC) 2023 report⁵¹ finds that human activities, principally through emissions of greenhouse gases have unequivocally caused global warming with global surface temperatures 1.1°C higher in 2011-2020 than 1850-1900. The report also finds that human induced climate change is already affecting weather and climate extremes in every region across the globe, leading to widespread adverse impacts and related losses and damages to nature and people (high confidence).
- 8.2 The IPCC report sets out that climate change has caused substantial damages, and increasingly irreversible losses, in terrestrial and aquatic ecosystems (high confidence). Hundreds of local losses of species have been driven by increases in the magnitude of heat extremes (high confidence) with mass mortality events recorded on land and in the ocean (very high confidence).
- 8.3 Climate change has affected food and water security and increases in extreme heat events have resulted in human mortality and morbidity (very high confidence). The occurrence of climate-related food-borne and water-borne diseases (very high confidence) have increased. Some mental health challenges are associated with increasing temperatures (high confidence), trauma from extreme events (very high confidence), and loss of livelihoods and culture (high confidence). In urban areas, observed climate change has caused adverse impacts on human health, livelihoods and key infrastructure.
- 8.4 The report also predicts that the increase in global temperatures will more likely than not reach 1.5°C in the near term (2021-2040) in a very low emissions scenario and continued global warming is projected to further intensify the global water cycle, including its variability, global monsoon precipitation, and very wet and very dry weather and climate events and seasons (high confidence).
- 8.5 Predicted effects of climate change for the south-east of England include hotter drier summers and milder but wetter winters with more intense rainfall events. This has the potential to increase flood events both in terms of risk and severity, damage to native habitats and migration of species and/or potential extinction of native plants and animals.
- 8.6 The latest UK Climate Projections (UKCP) 2018⁵² highlight that average temperature in the UK 2009-2018 has been 0.3°C warmer than the period 1981-2010 and 0.9°C warmer than the period 1961-1990. The 2009-2018 period was also 1% wetter than 1981-2010 and 5% wetter than 1961-1990, although in winter periods these percentages increase to 5% and 12% respectively.
- 8.7 UKCP projections to 2070 set out that in a high emissions scenario average summer temperatures could increase within a range of 0.9°C to 5.4°C in summer and 0.7°C to 4.2°C in winter. The number of 'hot' spells, defined as daytime temperatures reaching 30°C for 2 or more consecutive days, rises from 0.2 per year to 4.1 by 2070.
- 8.8 In terms of rainfall, the projections set out a -47% to +2% change in summer and -1% to +35% in winter, indicating that the scenario of hotter drier summers and warmer and

⁵¹ Climate Change 2023 AR6 Synthesis Report (IPCC) 2023. Available at: <https://www.ipcc.ch/report/ar6/wg2/>

⁵² UK Climate Projections: Headline Summary (Met Office) 2021. Available at: <https://www.metoffice.gov.uk/research/approach/collaboration/ukcp>

wetter winters is still probable. Sea level rise in London is projected to be 0.29m to 0.7m in a low emissions scenario and 0.53m to 1.15m in a high emissions scenario.

- 8.9 The Climate Change Act 2008 sets out legally binding targets of reducing carbon dioxide to 80% below 1990 levels by 2050 and at 28-32% by 2020. The act has since been amended and now contains the commitment to reach net zero by 2050.
- 8.10 Emissions data⁵³ on carbon dioxide emissions (from Runnymede over the period 2014 to 2023) is shown in Table 8-1 by sector.

Table 8-1: Carbon Dioxide Emissions in Runnymede by Sector (Kt CO₂)

Year	Commercial & Industry ⁵⁴	Domestic	Transport ⁵⁵	Total	Total per Capita
2014	173.4	153	132.5	458.9	5.5
2015	156.9	147.5	133.4	437.8	5.3
2016	138.1	140	133.4	411.5	4.8
2017	125.5	130.8	131.2	387.5	4.5
2018	129.5	130.1	125.8	385.4	4.5
2019	111.8	124.4	122.6	358.8	4.1
2020	98.7	123.5	96.5	318.7	3.6
2021	108.1	127	102.4	337.5	3.8
2022	100.6	111.1	102.2	313.9	3.5
2023	92.2	99.6	100.2	292	3.2

- 8.11 The data shows that emissions per capita in Runnymede fell from a figure of 5.5 tonnes per capita in 2014 to 3.2 tonnes per capita in 2023.
- 8.12 The total tonnes of carbon dioxide produced in Runnymede also fell from 458.9 tonnes in 2014 to 292 tonnes in 2023 a reduction of 166 tonnes over the 10 year period (36%). The largest contributor to carbon dioxide emissions in Runnymede in 2023 was the transport sector, followed by domestic and then commercial & industrial. In all three sectors the general trend is of falling emissions with domestic, commercial & industrial and transport showing falls of 35%, 47 and 24%% respectively. The large fall in emissions in commercial & industry and transport in 2020 is largely due to the Covid-19 pandemic.
- 8.13 Vehicle miles travelled in Surrey⁵⁶ remained relatively stable, between 8,695miles in 2015 and 8,672miles in 2019. The number of vehicle miles travelled in Surrey in 2020 saw a sharp decrease to 6,756m due to the Covid-19 pandemic, a decrease of 22%. Vehicle miles travelled in Surrey have increased since 2020, although they are still below pre-pandemic levels reaching 8,475 in 2024.
- 8.14 Renewable energy capacity in Runnymede in 2024⁵⁷ is estimated at 17.6MW, predominantly from photovoltaics (9MW), anaerobic digestion (2.4MW), sewage gas (1.3MW) and landfill gas (5MW). This is an increase from 2014 of 7.5MW, mostly from photovoltaics increasing from 1.5MW to 9MW.

⁵³ Carbon Dioxide Emissions Statistics (BEIS) 2021. Available at: <https://www.gov.uk/government/statistics/uk-local-authority-and-regional-greenhouse-gas-emissions-statistics-2005-to-2023>

⁵⁴ Includes Industry, Commercial & Public Sector

⁵⁵ A Roads & Minor Roads only

⁵⁶ <https://roadtraffic.dft.gov.uk/local-authorities/135>

⁵⁷ <https://www.gov.uk/government/statistics/regional-renewable-statistics>

- 8.15 In terms of climate change and flood risk, this has been considered within section 6 on Water.

Future Baseline

- 8.16 In the absence of the plan unavoidable climate change will still occur.
- 8.17 Given the potential for more intense rainfall events coupled with the amount of existing hard landscaping in and around the urban areas of Runnymede the incidence of flooding from non-fluvial sources is likely to increase with the advent of climate change.
- 8.18 Hotter, drier summers are also likely to impact on water security and quantity and as has already been discussed in other sections, the south east is already an area of serious water stress and several local waterbodies indicate that poor water quality is to some degree caused by drought. This is likely to continue in the face of climate impacts. Hotter summers are also likely to exacerbate the urban heat island effect in summer months and the number of 'hot' spells are also projected to increase which is likely to give rise to impacts on human health especially the elderly and frail. Hotter, drier summers will also impact biodiversity through species distribution/migration and potential for increased risk of heathland/woodland fires.
- 8.19 In this respect NPPF Policies CC2, CC3, DP3 and F4 to F8 should ensure that development proposals are resilient to climate impacts through adaptive measures and that proposals can reduce their impact through design and physical mitigation measures including, orientation, passive solar gain/shading, use of renewable and low carbon energy, use of sustainable drainage, use of green/blue infrastructure and landscaping. Where the new Local Plan has scope to do so, policies which go beyond water efficiency than set out in the Building Regulations should be included/retained (the optional technical standard prompts consideration of greywater recycling and rainwater harvesting measures in order to achieve the standard).
- 8.20 In the absence of the plan, the Council has an adopted Green & Blue Infrastructure (GBI) SPD which sets out guidance for achieving GBI in new developments. Whilst the SPD is a material consideration in decision making it is not policy, and as such the new Local Plan could seek to place some of the guidance from the SPD into policy to ensure it carries greater weight and plays a role in mitigating/adapting to climate change impacts, where this does not repeat NDMPs. This is important, as under the Levelling Up and Regeneration Act, the existing SPD will cease to have effect once the new Local Plan is adopted.
- 8.21 Whilst it could be considered that globally carbon dioxide emissions will continue to rise in the future, the trend in Runnymede is of falling carbon dioxide emissions, most notably from the domestic and commercial & industrial sectors. The trend of falling emissions from the domestic sector is likely to continue as further domestic energy efficiency measures and strategies are progressed including through Building Regulations implementing the Future Homes and Building Standards in 2027.
- 8.22 Future emissions from the commercial & industrial sector are uncertain as it depends on whether the falling trend has been through changes in building efficiencies/worker behaviour or simply whether the commercial & industrial sector in Runnymede has changed in nature. The increased role of staff working from home since the Covid-19 pandemic may continue into the future which should further drive down emissions in this sector as seen in 2023. This may be at the expense of increased emissions in the domestic sector as people heat their homes to work, however continued falls in emissions from the domestic sector in 2023 would suggest otherwise.

- 8.23 However, as highlighted in the Surrey Climate Change Strategy, a certain amount of emissions reductions in the domestic and commercial/industrial sectors will have been through decarbonisation of the national grid. As such, it is uncertain whether the pace of emission reductions will continue into the future.
- 8.24 In the absence of the plan, the reliance on travelling by car is likely to continue in the future. Whilst this sector has not seen falls in emissions as big as the domestic or commercial/industrial sectors, the general trend is however one of falling emissions. Given the government's drive to phase out petrol and diesel cars by 2030, even in the absence of the plan emissions from this sector should decrease over time, however this is likely to be over the medium to longer term, as technological advances are brought forward.
- 8.25 In this respect, the new Local Plan should seek to encourage greater use of active and sustainable forms of travel and reduce reliance on car usage. The new Local Plan will therefore need to consider the location of development and whether this can help to achieve sustainable travel patterns as well as include/retain policies which support measures and strategies to improve the attractiveness, access and connections to/from active and sustainable travel infrastructure. Support for EV charging infrastructure and other technological advances should also be included (where these issues are not covered by Building Regulations) and the new Local Plan could also consider other alternatives on how development can reduce travel demand i.e. car clubs/car share.
- 8.26 In the absence of the plan the trend of building renewable energy/low carbon capacity should continue into the future as the current Local Plan has a policy (SD8) for new development to deliver low carbon/decentralised networks and to achieve a certain percentage of energy demand to be delivered by renewable energy technologies. Whilst there is uncertainty that the pace of emissions reduction in the domestic and commercial/industrial sectors will continue, NPPF Policy CC2 should help to achieve increased use of renewable/low carbon technologies and the new Local Plan could seek further capacity by identifying locations and supporting stand-alone schemes (where this is not already addressed in higher tier development plans such as the Spatial Development Strategy).
- 8.27 Based on the above, Table 8-2 sets out issues/problems, how the Local Plan can address these, if at all, and the relationship to the objectives of other relevant plans, policies and programmes.

Table 8-2: Issues/Problems for Climate

Issue/Problem	Source	How Local Plan Can Address Issue	Relationship to Other PPPs
Increase prevalence of hotter, drier summers, number of 'hot' spells and intense rainfall events and impact to human health and natural environment.	Baseline Information	NPPF Policies CC2, CC3, DP3 and F4-F8 should ensure that development is resilient to and mitigates climate impacts to/from flood risk, sustainable drainage and design. The new Local Plan need not repeat these but should include policies for water efficiency and green/blue infrastructure standards.	Environmental Improvement Plan - reduce greenhouse gas emissions to accelerate to net zero and work to prepare the natural environment for the effects of climate change NPPF Policy CC1 – Proposing development patterns which contribute to radical reductions in greenhouse gas

Issue/Problem	Source	How Local Plan Can Address Issue	Relationship to Other PPPs
			emissions, avoid increased vulnerability and improve resilience to climate change effects, address specific risks in proposed allocations, settling local water efficiency standards where justified; identifying opportunities for green infrastructure provision and nature based solutions which can safeguard and improve carbon storage, support nature recovery and resilience and which take account of Local Nature Recovery Strategies NPPF Policies CC2, CC3, DP1 and F4 to F8 on climate change mitigation, adaptation, design, flood risks and SuDS do not need to be repeated in the new Local Plan. Surrey Flood Risk Management Strategy - reduce the risk of flooding to and from development through local planning policy and processes. Affinity Water Resource Management Plan and Water Resources South East Regional Plan - aim to reduce water use to 110 litres per person per day by 2050.
Reliance on car journeys continues into the future.	Baseline Information Relevant PPPs	New Local Plan spatial strategy will need to ensure sustainable patterns of development to encourage sustainable travel and support measures/strategies to improve access, connectivity and attractiveness of active and sustainable travel	Better Connected - Use transport to create better connected places; Align transport and development NPPF Policy TR1 Locating proposed development where it can support

Issue/Problem	Source	How Local Plan Can Address Issue	Relationship to Other PPPs
		infrastructure. The new 2040 Local Plan should also support EV charging infrastructure and other measures to reduce demand, where these issues are not already covered by Building Regulations.	sustainable patterns of movement and make effective use of existing or proposed transport infrastructure... NPPF Policy TR2 Parking standards should...provide sufficient spaces for EV charging..., pedal and e-cycles and e-scooters PPG Climate Change - effective spatial planning is an important part of a successful response to climate change as it can influence the emission of greenhouse gases. Surrey Local Transport Plan 4 - Key policies include prioritising walking and cycling to improve health, working with operators to improve journeys on public and shared transport, promoting zero emission vehicles and planning local neighbourhoods to reduce the number and length of car trips, and encouraging car club vehicles to be electric. Greener Futures Climate Change Delivery Plan - Roll out EV charge point infrastructure. Runnymede Borough Council Climate Change Strategy and Action Plan – new Local Plan to mitigate and adapt to impacts of climate change through sustainable patterns of development and supporting delivery of

Issue/Problem	Source	How Local Plan Can Address Issue	Relationship to Other PPPs
			EV charging infrastructure.
Pace of Carbon Dioxide emission reductions from domestic and commercial/industrial sectors slows	Baseline Information	The new Local Plan should include/retain policies which support stand-alone renewable and low carbon schemes and potentially identify suitable areas for these developments (where not addressed by higher-tier plans). NPPF Policy CC2 and Future Homes and Building Standards implemented through the Building Regulations should help to achieve reductions in domestic and commercial/industrial sectors and need not be repeated in the new Local Plan.	Greener Futures Climate Change Delivery Plan - Contribute to decarbonisation of electricity grid by increasing capacity of renewable energy by 1,244MW of low carbon electricity. Environmental Improvement Plan - Support the Clean Power 2030 pillar of the government's clean energy superpower mission whilst protecting and enhancing the environment. NPPF Policy W2Development Plan (at the most appropriate level) should identify areas suitable for renewable and low carbon energy...opportunities for development to draw heat or energy supply from decentralised networks.

9. Baseline Information – Material Assets

- 9.1 Although there is no set definition of what constitutes material assets, this section will focus on housing, infrastructure and minerals.
- 9.2 As at Census 2021 there were 34,838 households in Runnymede with the majority of housing owned/share of ownership (67.9%). The majority are 1 or 2 person households accounting for 61% of all households in the Runnymede area. Lower quartile rents in Runnymede are around £230 per week for 1 bed properties, £292 per week for 2 beds, £270 for 3 beds and £431 for 4 beds⁵⁸.
- An updated Runnymede Gypsy & Traveller Accommodation Assessment (GTAA) is due to be published in early September 2026. This will identify the number of authorised and unauthorised Gypsy, Traveller and Showmen pitches and plots in the Runnymede area. It will also set out the level of need for further pitches and plots over the next plan period.
- 9.3 The Runnymede area is served by a number of infrastructure services/facilities which also serve the wider area. Major Infrastructure includes the M3 and M25 Motorways; sewage treatment works at Chertsey; St Peter's Hospital, Chertsey; Addlestone, Byfleet & New Haw, Chertsey, Egham, Longcross and Virginia Water Rail Stations; five secondary schools, 24 infant/junior/primary schools and one leisure centre at Egham.
- 9.4 The major local highways within Runnymede and wider area include the A30 London Road which runs from the Meadows Gyratory in Camberley to Staines as well as the A320 linking Woking with Junction 11 of the M25 and the A317 which links St Peter's Hospital through to Weybridge and Junction 11 of the M25. Runnymede also lies close to Junction 13 of the M25 at Staines-upon-Thames and Junction 2/12 of the M3/M25 at Chertsey as well as the A318 which links the Brooklands area of Woking to Addlestone and Junction 11 of the M25.

The Surrey Minerals Plan: Primary Aggregates Development Plan Document (DPD)⁵⁹ identifies four preferred areas for mineral extraction in Runnymede. This includes an extension to Addlestone Quarry, Hamm Court Farm in Chertsey, Milton Park Farm & Whitehall Farm in Egham. All preferred sites are for concreting aggregates with an estimated combined yield of 4.96m tonnes.

Future Baseline

- 9.5 Even in the absence of the plan, increasing population levels will see increasing need and demand for housing into the future including for affordable dwellings and Gypsy/Traveller & Travelling Showperson pitches and plots. The main type of occupation will continue to be owned rather than rented. 2030 Local Plan Policy SL19 sets out the mix of units required on developments of 10 or more units, and this may see more smaller units being delivered into the future, although when compared to the existing stock, it is unlikely to change the Runnymede area's dwelling profile significantly.
- 9.6 The new Local Plan will therefore need to consider requirements for new housing and include/retain policies for affordable units and pitches/plots for Gypsies/Travellers and

⁵⁸ Runnymede Housing & Economic Needs Assessment 2026. Available at: <https://www.runnymede.gov.uk/planning-policy/2030-local-plan-review-evidence-base-documents/7>

⁵⁹ Surrey Minerals Plan: Primary Aggregates DPD (SCC) 2011. Available at: <https://www.surreycc.gov.uk/land-planning-and-development/minerals-and-waste/minerals-core-strategy-development-plan/adopted-primary-aggregates-development-plan>

Travelling Showpeople. The new Local Plan should also include/retain policies on the mix of housing to come forward.

In the absence of the plan an increasing population is also likely to increase pressures on existing services/facilities. The Runnymede Infrastructure Delivery Plan⁶⁰ outlines the infrastructure needed to support growth, as set out in the 2030 Local Plan, and is accompanied by a series of infrastructure schedules outlining projects to meet needs. 2030 Local Plan allocation policies also identify a number of infrastructure requirements including improvements to the A320 which are now under construction, health facilities at two allocations and green infrastructure requirements. The overall costs of projects exceed known funding streams and although Runnymede introduced the Community Infrastructure Levy (CIL) in 2021 (and a successful first CIL Funding Programme has been implemented to deliver supporting infrastructure in the area), there is likely to be a continuing shortfall in infrastructure funding in the future and hence pressure on services/facilities are likely to remain.

- 9.7 The new Local Plan will need to consider the implications for infrastructure from an increase in population and include/retain policies to identify and focus on delivery of infrastructure requirements and projects. The new Local Plan will need to set out the contributions expected from development to support the delivery of the plan.
- 9.8 There will be a continuing need for mineral extraction in the future. Even in the absence of the plan, minerals will be required for building and infrastructure projects across the UK into the future. Should each preferred area come forward this is likely to increase noise and road traffic impacts in the short to medium term. Each of the preferred areas for aggregate extraction has a restoration scheme outlined within the Surrey Minerals Plan Site Restoration Supplementary Planning Document (2011). Restoration includes to agricultural (grazing) and woodland end use, as well as informal recreational, landscape and nature conservation.
- 9.9 Control of mineral extraction and resulting noise/traffic is largely beyond the scope of the new Local Plan. However, including policies on green/blue infrastructure and biodiversity net gain for specific sites should aid in the restoration of such areas.
- 9.10 Based on the above, Table 9-1 sets out issues/problems, how the Local Plan can address these, if at all, and the relationship to the objectives of other relevant plans, policies and programmes.

Table 9-1: Issues/Problems for Material Assets

Issue/Problem	Source	How Local Plan Can Address Issue	Relationship to Other PPPs
Increasing population places demand for new housing.	Baseline Information	New Local Plan will need to consider housing need requirements and include/retain policies for affordable units and Gypsy/Traveller & Travelling Showperson Pitches/Plots	NPPF Policy HO1 - Development plans should take into account an assessment of the size, type and tenure of housing or other accommodation needed for different groups, including: those who require affordable housing, and Travellers.

⁶⁰ Runnymede Infrastructure Delivery Plan (Aecom) 2017. Available at: <https://www.runnymede.gov.uk/planning-policy/planning-policy-evidence-based-documents/14>

Issue/Problem	Source	How Local Plan Can Address Issue	Relationship to Other PPPs
Increasing population places demands on existing infrastructure services/facilities.		New Local Plan will need to identify and focus on delivery of infrastructure projects, especially those critical to delivery of the Plan, and set out the contributions expected from development to support delivery.	NPPF Policy PM12 – Plans to set out the contributions expected from development to support the delivery of the Plan. NPPF Policy HC1 – Plans to set out the facilities and contributions expected from development, including as part of allocations for major development; and they should attach considerable importance to providing sufficient education facilities, all types of health care provision and other essential community facilities and public service infrastructure over the plan period in a way that aligns with the needs of the local population... Policy HC3, HC4 & HC5 – NDMPs for community facilities serving new development, proposals for new & improved community facilities and retention of key community facilities which do not need to be repeated in new Local Plan. Community Vision for Surrey - Well-connected communities, with effective infrastructure, that grow sustainably.
Minerals extraction will increase noise/traffic impacts.		Whilst control of traffic/noise impacts from mineral extraction is largely beyond the scope of the Local Plan, general policies on green infrastructure and site specific biodiversity net	NPPF Policy M1 - The development plan should provide for sufficient and timely supply of minerals of national and local importance.

Issue/Problem	Source	How Local Plan Can Address Issue	Relationship to Other PPPs
		gain should aid site restoration. NPPF Policy P3 should also aid in mitigating noise impacts from minerals development.	NPPF Policy P3 – NDMP for assessing living conditions & pollution which do not need to be repeated in new Local Plan.

10. Baseline Information - Cultural Heritage (including Architectural & Archaeological Heritage)

10.1 The UNESCO World Heritage Convention (1972) defines the scope of cultural heritage as:

- Monuments – architectural works, works of monumental sculpture, elements of structures of an archaeological nature, inscriptions, cave dwellings and combinations of features which are of outstanding values from the point of view of history, art or science;
- Groups of buildings – groups of separate or connected buildings which, because of their architecture, their homogeneity or their place in the landscape are of outstanding universal value from the point of view of history, art or science; and
- Sites – works of man or the combined works of nature and man, and areas including archaeological sites, which are of outstanding universal value from the historical, aesthetic, ethnological or anthropological point of view.

10.2 Runnymede contains 307 statutory listed buildings including the grade I properties at Runnymede Park, Tite Hill; Founders Building, Royal Holloway College; Great Fosters, Stroud Road and Holloway Sanatorium, Stroud Road. A further 19 properties are grade II* listed. The Historic England risk register does not currently show any statutorily listed buildings at risk within Runnymede. There are also a number of locally listed structures and assets.

10.3 There are also 9 Scheduled Ancient Monuments including bowl barrows at Longcross, Chertsey Abbey and Chertsey Bridge and 57 areas of high archaeological potential.

10.4 There are eight designated conservation areas within the Runnymede area. These are: Basingstoke Canal; Chertsey; Egham Hythe; Egham Town Centre; Englefield Green; Thorpe, Wey Navigation and the newest at Caxton Avenue/Coombelands Lane in Addlestone. These streets, buildings and locations are of special architectural interest or historic interest, and they receive additional protection from the Council.

10.5 Runnymede has a number of important historic parks and gardens, having more Grade I and II* than any other Surrey District. The largest area of historic parks and gardens is represented by Windsor Great Park, partially located within an area to the northwest of the Runnymede area. The Historic England at Risk Register shows that in 2025 Woburn Farm in Addlestone, a Grade II listed Historic Park and Garden is at risk and in declining condition.

Future Baseline

10.6 In the absence of the plan, the continuing demand for development will continue and could place Runnymede's historic heritage assets at increased risk of disturbance, damage and irretrievable loss. Effects are likely to be amplified as a result of changes in the UK's climate such that long periods of hot dry weather and increased precipitation during winter periods could all have cumulative and synergistic effects on both archaeological and built heritage assets.

10.7 The number of heritage assets are unlikely to change significantly in the future, although Historic England/ the Council could designate additional statutorily/locally listed buildings in the future if they were considered of architectural or historical merit.

- 10.8 The Historic Park & Garden at Woburn Farm is identified as at risk by Historic England. In the absence of the plan, this is likely to continue into the future, however, the buildings and structures already listed should continue to enjoy statutory or local protection in the future and the protection afforded by the NPPF and policies in the 2030 Local Plan.
- 10.9 NPPF Policies HE4 to HE10 set out continued protection of the historic environment and heritage assets, protection against loss, damage and disturbance. As such, there is no need for the new Local Plan to repeat these policies. The new Local Plan could however consider whether there is policy scope to help improve the status of Woburn Farm and its removal from the at Risk Register. There is also scope to introduce locally specific policy requirements around the sensitive design of development affecting heritage assets or their setting e.g. through a Design Code.
- 10.10 Based on the above, Table 10-1 sets out issues/problems, how the Local Plan can address these, if at all, and the relationship to the objectives of other relevant plans, policies and programmes.

Table 10-1: Issues/Problems for Cultural Heritage

Issue/Problem	Source	How Local Plan Can Address Issue	Relationship to Other PPPs
Demand for development and climate impacts places heritage assets and the historic environment at risk.	Baseline Information	NPPF Policies CC2 & 3, DP3 and HE4-HE10 should protect and enhance the historic environment and heritage assets and need not be repeated in the new Local Plan	NPPF Policies CC3 & 4, DP3 and HE4-HE10 and NDMPs for climate change mitigation and adaptation, design and protection of the historic environment (including archaeological and non-designated heritage assets) which do not need to be repeated in the new Local Plan.
Woburn Farm identified on English Heritage at risk register.	Baseline Information	The new Local Plan could consider whether there is scope to include policies for improving the site at Woburn Farm.	NPPF Policy HE1 - Development plans should a) identify the heritage assets within the plan area, including those heritage assets at most risk through neglect, decay or other threats, set out the key issues facing them and identify where these assets can be used to support sustainable development.

11. Baseline Information – Landscape/Townscape

- 11.1 The European Landscape convention defines landscape as *'An area as perceived by people, whose character is the result of the action and interaction of natural and/or human factors'* and landscape character is defined as *'distinct, recognisable and consistent pattern of elements in the landscape that makes one landscape different from another, rather than being better or worse'*.
- 11.2 There are no national or internationally recognised landscape designations in Runnymede. However, Natural England has undertaken a National Character Areas (NCA) study which categorise areas in England with similar landscape characteristics by region.

The southern area of Runnymede falls into an NCA defined as Thames Basin Heaths and the north falls within the Thames Valley NCA⁶¹. The Thames Basin Heaths NCA lies in the London Basin. The Basingstoke, Wey Navigation, and Kennet and Avon canals provide a corridor for transport, recreation and wildlife. The east comprises considerable modern development juxtaposed with undulating expanses of heathland, woodland and plantations. Non-native trees and rhododendron are distinctive in this area. Key characteristics particularly relevant to Runnymede include:

- Conifers and large plantations on former heathland are dominant features in the east;
 - Acid, leached soils mean that farming on the plateaux is limited to rough pasture, and that alternative land uses (such as forestry, golf courses and horse paddocks) have emerged;
 - Beyond the large areas of heathland and woodland, there is a patchwork of small to medium-sized fields with woods. The legacy of historic hunting forests includes veteran trees, ancient woods, ancient hedgerows and parklands;
 - Large, continuous mosaics are found in the east: they include Thursley, Ash, Pirbright and Chobham Special Area of Conservation (SAC), and Chobham Common National Nature Reserve (NNR).
 - Valley floors are wet with ditches, numerous watercourses, ponds, waterfilled gravel pits, reedbeds and carr. Historic features include mills, relict water meadows, and canals such as the River Wey Navigations.
- 11.3 The Thames Valley NCA is described as a mainly low-lying, wedge shaped area including Windsor, Slough, the Colne Valley and south west London fringes. The River Thames provides a unifying feature through a very diverse landscape of urban and suburban settlements, infrastructure networks, fragmented agricultural land, historic parks, commons, woodland, reservoirs and extensive minerals workings. Hydrological features dominate and the Thames and its tributaries and reservoirs which form the South West London Waterbodies SPA & Ramsar. Key characteristics particularly relevant to Runnymede include:
- Flat and low-lying land, rising to low, river-terraced hills;

⁶¹ Information on National Character Areas available at:
<https://www.gov.uk/government/publications/national-character-area-profiles-data-for-local-decision-making/national-character-area-profiles>

- Numerous hydrological features provide unity to an area which otherwise lacks homogeneity; these features include the River Thames and its tributaries, streams, lakes, canals and open waterbodies (the result of restored gravel workings);
- Farming is limited. Where it survives, grazed pasture is the major land use within a generally open, flat and featureless landscape. The field pattern is medium-scale and irregular, with smaller fields to the west. Localised areas of species-rich hay meadows provide a splash of colour in summer;
- Pockets of woodland, open grassland, parkland, wetlands and intimate meadows provide escape and tranquillity;
- Towards London in the east, the natural character of the area is overtaken by urban influences: a dense network of roads (including the M25 corridor), Heathrow Airport, railway lines, golf courses, pylon lines, reservoirs, extensive mineral extraction and numerous flooded gravel pits;
- To the south, the open Thames flood plain dominates, with its associated flat grazing land, becoming characterised by a number of formal historic landscapes on higher ground;
- The area has an urban character, and there are very few villages of more traditional character, although almost half of the area is Green Belt land;
- The river is closely associated with numerous historic places and cultural events, such as the signing of Magna Carta at Runnymede;
- The area is important for recreation, both for residents and visitors.
- Historic parkland and commons provide access to green space, the Thames Path National Trail runs the length of the NCA.

The Surrey Landscape Character Assessment⁶² identifies a number of landscape typologies in Runnymede. It identifies river valleys and river floodplain predominantly in the east and north of Runnymede with settled & wooded sandy farmland and sandy woodland in the south and west. The landscape types are described as follows:

- River Valleys - Comprises a number of separate areas of elevated river terrace fringing the floodplain which runs through the county. Characteristics include, diverse landscapes including pastoral and arable farmland, mixed woodland, industrial, and commercial uses; a variety of water bodies including rivers, canals, streams, excavation of sand and gravel to form lakes and ponds.
- River Floodplain - Consists of low-lying river terraces and valley bottoms following the courses of the rivers throughout the county. To the north, these include the wide floodplain of the Thames. Characteristics include the presence of water in the form of rivers, with channels, open water bodies and drainage ditches; significant internal and surrounding urban influences including Built Up Areas, roads and utilities.
- Settled & Wooded Sandy Farmland - Consists of a number of character areas, covering a wide area within the north-western part of the county with land cover consisting of a mixture of farmland, woodland and settlement. Characteristics include, rolling landscape; predominately farmland, with varying degrees of

⁶² Surrey Landscape Character Assessment (Hankinson Duckett Associates) 2015. Available at: <https://www.surreycc.gov.uk/land-planning-and-development/countryside/strategies-action-plans-and-guidance/landscape-character-assessment>

settlement and woodland, with human influences including golf courses, horse paddocks, and nurseries; urban influence and activity from settlement and transport, increases to the north; heavily wooded in places, with heathland commons. A predominately intimate landscape, with intermittent views across farmland framed by woodland.

- Sandy Woodland - Comprises a number of dispersed character areas within the northern and western parts of the County, identified as relatively continuous tracts of woodland, with few interventions. Characteristics include an undulating landscape; predominately wooded with large mixed woodland blocks and plantations; Large lakes often secluded and within woodland; settlement is limited.

The built environment in Runnymede is dominated by a selection of small towns on the fringe of London. It largely comprises of residential and commercial development, plus supporting infrastructure, of which transportation is the most prominent. The urban areas of Runnymede lie predominantly in the east and north of the area comprising the settlements of Addlestone, Chertsey, Egham, Englefield Green, Ottershaw, Thorpe, Virginia Water and Woodham & New Haw. The Runnymede Design SPD⁶³ defines five different character types within the urban area. These include:

- Urban Centre - includes the commercial and retail town centres and extend beyond this along the main roads that lead to them. Characteristics include having the historic core in the main centres, linear high streets reflecting development of through routes; compact, fine grain, well defined streets and spaces, particularly designed for large numbers;
- Formal Suburban - a homogeneous feel, with house types and architecture being of a single era and consistent style. Comprises three sub-types:
 - i) Town - generally built before 1970; residential dwellings facing the street in parallel in terraces or semi-detached formations, commonly regular streets with a geometric or ordered pattern; high levels of homogeneity in type of dwelling (age, form, height, mass);
 - ii) Landscape – southern edge of Ottershaw, the northern edge of Englefield Green and in Virginia Water. generally built after 1960; residential dwellings facing the street in semi-detached or detached formations, but loosely grouped on larger than average plots; streets less well defined by buildings; greater evidence of trees and greenery influenced by a more distinctive setting; sense of space and width; commonly regular streets with a geometric or ordered pattern, or gentle curves, but with secluded cul-de-sacs;
 - iii) Riverside - particularly stretched along the Thames, especially around Egham and Hamm Court; generally built between 1920 and 1970; main streets run parallel to the river; short streets or cul-de-sacs elsewhere; plot sizes and orientation are influenced by proximity to river; clusters of buildings defined by association with river / river based uses; homogeneous suburban feel to buildings not river fronting; moderate levels of homogeneity in type of dwelling (age, form, height, mass), lower than average density.
 - iv) 21st Century Development - schemes that challenge the typical 'formal suburban' type by introducing denser and higher development. Non-

⁶³ Runnymede Design SPD (RBC – Tibbalds) 2021. Available at:
<https://www.runnymede.gov.uk/planning-policy/preparation-supplementary-planning-documents/3>

traditional materials and colours, including modular; mix of traditional and non-traditional streets.

- Dispersed - western side of Runnymede is less developed than the east. The wider heathland to the south, the central wooded slopes and Windsor Great Park to the north provides a rich environment for exclusive residential living, established early in the 20th Century on the Wentworth Estate. Low density housing in dispersed arrangements of detached dwellings in large plots off adopted or estate roads; plots not necessarily adjacent, but interspersed with more open areas; privately landscaped, managed environments distinct from more naturalistic country roads; individual detached dwellings and groups of dwellings set in large private grounds, and roadside boundary treatments vary, but are infrequently natural and often landscaped.
- Commercial - pure commercial / industrial areas within Runnymede are fairly limited. The Causeway is the main area of large footprint commercial activity; there are small industrial and trading estates in Chertsey and Thorpe Industrial Estate between Thorpe village and Pooley Green / Thorpe Lea. Weybridge Business Park is off the main Weybridge Road between Addlestone and Weybridge; areas with a significant commercial or industrial element; includes business parks and industrial estates within or on the edge of settlements;
- Institutions within the Green Belt - campus style institutions; buildings generally clustered in wider landscaped grounds; often have a main building, possibly with a historic origin; large single user on a site beyond recognised settlements;

11.4 74% of the Runnymede area lies within the Metropolitan Green Belt. This is the first open land on the south west edge of the London Metropolitan area and much of Runnymede's Green Belt is used for open land uses such as mineral working and landfill, public utilities, motorways and their intersections, educational and other institutions, research and development establishments, hotel and conference centres and large scale recreational uses, all of which were largely established before the Green Belt was designated. The NPPF also sets out a new designation for Grey Belt, which is land in the Green Belt which does not perform strongly against Green Belt purposes a), b) and d). The extent of Grey Belt in Runnymede is yet to be determined at the strategic level as part of the updated evidence base to underpin the next local plan. Until this evidence is in place, decisions about whether individual sites meet the definition of Grey Belt or not will be made on a case by case basis by the Local Planning Authority as part of the planning application process.

11.5 A number of adopted Neighbourhood Plans also identify a range of landscapes and views in the Runnymede area which are highly valued by local communities.

Future Baseline

11.6 In the absence of the plan, it is considered that many townscape features associated with Runnymede will remain largely unchanged given that the existing pattern of development will remain the predominant style and form. However, population growth in Runnymede is likely to cause increased demand for housing, employment space and supporting social and community infrastructure (e.g. schools, hospitals and health centres, retail provision etc).

In the absence of the plan, town centres are likely to be areas of change given the existing allocations in the 2030 Local Plan for regeneration. Infilling and the redevelopment of urban areas are likely to see density gradually increase over time – particularly with the focus on effective use of land in the revised NPPF - although this is less likely to occur in those areas of Runnymede with a dispersed pattern of development. The advent of permitted

development to change the use of offices and other employment uses to residential is likely to continue in the future, which could lead to changes in the character and function of these areas, especially in and around town centre locations and employment areas. However, an Article 4 Direction coming into force in February 2027 will remove permitted development rights for changes of use from Class E (commercial, business and service) to Class C3 (residential) in the Runnymede Strategic Employment Areas which should help to reduce impacts to the character and function of these areas.

11.7 NPPF Policies DP3 and DP4, supported by the Design and Placemaking Planning Practice Guidance, should ensure that development coming forward in the Runnymede area is of a high quality and respects local context and need not be repeated in the new Local Plan. The new Local Plan may wish to identify areas of change in Runnymede where permitted development rights could change the character and function of areas over time.

11.8 In the absence of the plan, allocations in the 2030 Local Plan in areas formerly designated as Green Belt, but now within the urban area, will continue to come forward which is likely to change the character on the edge of settlement areas and the transition to adjoining landscapes, including at the Longcross Garden Village site. Some of these impacts will be negative in the short to medium term, as developments are constructed, and landscaping takes time to 'bed in'.

11.9 The extent of Green Belt designation and its associated functions should generally continue to be protected, even in the absence of the plan, given the general presumption against development set out in the NPPF and 2030 Local Plan. The general presumption, whilst a policy designation not a landscape or environmental designation, should also give general protection to Runnymede's landscapes given that all land outside of Runnymede's urban areas is Green Belt. However, there is some uncertainty with this given the introduction of the Grey Belt designation in the NPPF and presumption of development around rail stations, where some areas of land within the Green Belt could come forward for development. In the absence of the plan, the general extent of the Green Belt will remain, irrespective of whether Grey Belt is developed and the NPPF and 2030 Local Plan contain policies to ensure high quality design. This should help reduce impacts to townscape/landscape, however this is uncertain as the size and scale of Grey Belt in Runnymede is currently unknown and therefore so are the impacts to landscape.

11.10 NPPF policies GB6 & GB7 set out control of development in the Green Belt and what is or isn't inappropriate development and these need not be repeated in the new Local Plan, unless there is evidence of a locally specific issue that should be addressed. In the event that further Green Belt release occurs due to pressures from population growth, the new Local Plan will need to ensure that any such areas are located sustainably, in areas of least environmental quality and plan for the transition between the urban area and adjacent landscape and its setting as well as the sequential approach to Green/Grey Belt release set out in the NPPF.

11.11 Based on the above, Table 11-1 sets out issues/problems, how the Local Plan can address these, if at all, and the relationship to the objectives of other relevant plans, policies and programmes.

Table 11-1: Issues/Problems for Landscape/Townscape

Issue/Problem	Source	How Local Plan Can Address Issue	Relationship to Other PPPs
Demand for housing leads to densification of urban areas.	Baseline Information	NPPF Policy DP3, supported by PPG, sets out design	European Landscape Convention - landscape to be integrated into

Issue/Problem	Source	How Local Plan Can Address Issue	Relationship to Other PPPs
Protection of most valued landscapes/ townscapes.		considerations for new development and need not be repeated in the new Local Plan. However, locally specific design policies or standards which are necessary to add further detail to Policy DP3 principles in response to particular local issues could be sought. The new Local Plan should however consider design guides, codes and masterplans for individual sites and/or areas of change. The Local Plan could also consider whether a range of density standards should be set as per NPPF Policy L1.	regional and town planning policies. A Green Future - Safeguarding and enhancing the beauty of our natural scenery and improving its environmental value. NPPF Policy DP1 Development plans should, set out clear design expectations... Identifying where design guides, design codes and masterplans are necessary NPPF Policy L1 – setting minimum residential density standards for town centres and locations that have high connectivity. Identifying whether minimum density standards should be set for other parts of the plan area May be appropriate to set out a range of densities... Runnymede Corporate Business Plan - To proactively seek opportunities for regeneration in the Borough to assist with place shaping and the enhancement of the built environment.
Permitted development of employment uses to residential changes character and function of urban areas.	Baseline Information	New Local Plan could consider identifying and planning for areas of change and consider design guides, codes and masterplans for these areas.	NPPF Policy DP1 Development plans should, set out clear design expectations... Identifying where design guides, design codes and masterplans are necessary Runnymede Corporate Business Plan - To proactively seek opportunities for regeneration in the

Issue/Problem	Source	How Local Plan Can Address Issue	Relationship to Other PPPs
			Borough to assist with place shaping and the enhancement of the built environment.
Demand for housing places pressure on Green Belt and wider landscape.	Baseline Information	Should the new Local Plan release Green Belt for development, allocations will need to be sustainably located on areas of least environmental quality and have regard for the transition between the urban area and wider landscape as well as the sequential approach of PDL, Other Grey Belt and then Green Belt.	NPPF Policy GB4 – giving priority to release of PDL within the Green Belt, then Grey Belt which is not previously developed and then other Green Belt. European Landscape Convention - landscape to be integrated into regional and town planning policies. A Green Future - Safeguarding and enhancing the beauty of our natural scenery and improving its environmental value.

12. Baseline Information – Economy & Employment

- 12.1 Accessibility to London and Heathrow by rail and motorway makes Runnymede a highly desirable business location. The Runnymede area has a strong local economic base with many commercial enterprises in the town centres, industrial estates and business parks.

The Runnymede economy is buoyant. The claimant count in April 2026 was 2.5%, which is lower than the South East (3.2%) and England as a whole (4.1%)⁶⁴. The percentage of the population of a working age (16-64) as at 2021 is 65.3%, a slight increase compared to 65.2% in 2014 but the general trend is declining from a high of 66.7% in 2007. The working age population is however higher than the South East (61.9%) and Great Britain (62.9%)⁶⁵.

- 12.2 The proportion of economically active persons in employment in Runnymede in 2024 was 80.3%, lower than the South East (81.9%) but slightly higher than Great Britain (79.2%)⁴⁵. However, this was a fall from a high of 83.5% in 2020, which may indicate impacts on the employment sector from the Covid-19 pandemic. The number of economically inactive was 19.7%, higher than the South East (18.1%) and lower than Great Britain (20.8%). This is an increase from 15.1% in 2020 which again may be as a result of the Covid-19 pandemic still filtering through and some of this number is made up of students and the retired.

- 12.3 The predominant occupations of Runnymede residents in 2025 were 'Professional Occupations' (40.4%) and associate professional occupations (15.3%). The largest employment sectors in Runnymede by employee jobs were Human Health & Social Work (15.8%), Wholesale & Retail Trade, Repair of Motor Vehicles (12.3%), Professional, Scientific and Technical Activities (10.5%) and Education (10.5%)⁴⁵. Earnings by place of work for full time employees was £904.3 per week an increase from £802 per week in 2021. This is substantially higher than the South East (£775.8) and Great Britain (£766.6). There were 4,385 active enterprises within Runnymede in 2025, compared to 4,455 in 2021 but still higher than 3,855 in 2014.

The latest Runnymede Annual Monitoring Report 2024/25⁶⁶ shows that since adoption of the 2030 Local Plan there has been an increase of 29,131sqm of employment floorspace in the Strategic Employment Areas. This total is made up from an increase of 34,303sqm in office floorspace, 8sqm for light industrial, 25sqm of research & development, set against losses of general industrial (964sqm) and storage & distribution (3,968sqm).

- 12.4 The introduction of permitted development of offices and other employment uses to residential has seen a number of office sites in Runnymede converted to residential units, and these have started to appear within the designated employment areas, although these areas still remain attractive to business as evidenced by the total employment floorspace permitted since the adoption of the Local Plan.
- 12.5 The main retail centres in Runnymede are Addlestone, Chertsey & Egham. As at January 2022, retail vacancy rates in Runnymede's centres was mixed. Table 12-1 sets out vacancy rates in each of the Runnymede's town centres since 2017 and how this compares to the South East and Great Britain as a whole. Table 12-1 shows that retail vacancy rates in Addlestone have fallen since 2017 but are higher than in the

⁶⁴ ONS. Available at:

<https://www.ons.gov.uk/employmentandlabourmarket/peopleinwork/unemployment/datasets/claimantcountbyunitaryandlocalauthorityexperimental>

⁶⁵ NOMIS. Available at: <https://www.nomisweb.co.uk/>

⁶⁶ Runnymede Annual Monitoring Report 2020/21. Available at:

<https://www.runnymede.gov.uk/downloads/download/87/monitoring-progress-of-local-plan-policies>

years 2019 to 2022 although still below the national average. Chertsey has seen an increase in vacancies since 2017 rising to 19.2% which is above the national average. Egham vacancy rose sharply before improving in 2022 and again in 2024 and is now lower than the national average, albeit that vacancy is still higher than in 2017.

Table 12-1: Retail Vacancy Rates in Addlestone, Chertsey & Egham 2017-2024

Location	Year							Trend
	2017	2018	2019	2020	2021	2022	2024	
Addlestone	12.7%	19.2%	7.9%	7.6%	8.8%	7.9%	10.9%	x
Chertsey	11.8%	10.4%	7.7%	9.8%	10.3%	11.8%	19.2%	x
Egham	4.5%	14.9%	16.1%	12.7%	18.8%	14.7%	13.8%	x
South East	9.5%	9.3%	9.3%	9.2%	10.4%	10.5%	No Data	
GB	12.1%	12.3%	12.7%	13.3%	15.0%	15.7%	14.1%	

12.6 53.8.3% of the population of Runnymede are qualified to NVQ4 and above (HND, degree or higher degree). This compares with 49.5% for the south east and 48.6% for Great Britain⁵⁶.

12.7 Tourism is an important part of the local economy. The main attractions include Thorpe Park, the River Thames, the Runnymede meadows and Coopers Hill slopes (site of the Magna Carta memorial, the John F. Kennedy memorial and the Royal Air Forces Memorial), Wentworth Golf Club, Virginia Water Lake, Savill Gardens and Windsor Great Park, Thorpe Church, the site of Chertsey Abbey and St. Ann's Hill.

Future Baseline

12.8 The Runnymede economy has to some degree recovered following the Covid-19 pandemic, although the number of economically active people in employment has fallen slightly since 2021 and remains lower than before 2020. However, the claimant count is low, level of qualifications remains relatively high and earnings are significantly above the south east and national average. It is likely, in the absence of the plan that over the medium to longer term the local economy will continue to grow, given Runnymede's accessibility to London and Heathrow, working age population profile and high level of qualifications, continuing to make Runnymede a desirable business location. As such, it is likely that the Runnymede area's population will continue to be highly qualified and have access to high earnings with low rates of unemployment compared to other areas. Nevertheless, the new Local Plan should include/retain policies to continue Runnymede's economic success.

12.9 The new Local Plan will need to ensure sufficient opportunities exist for employment land/floorspace to come forward for different classes of employment floorspace where there is demand and attract inward investment. This may however place pressure on the Green Belt and the new Local Plan will need to balance these competing interests depending on the level of demand/supply of employment land/floorspace.

12.10 The conversion of offices/employment uses to residential under permitted development is likely to continue in the future and the new Local Plan will need to consider the implications of this on employment land and floorspace supply/demand and whether further protection of Runnymede's most important employment areas is required. An Article 4 Direction restricting permitted development from commercial uses to residential within the Runnymede Strategic Employment Areas is due to come into force in February 2027 and in the absence of the plan, should help to protect employment floorspace in these areas

- 12.11 Whilst retail vacancy rates in Chertsey are high, Runnymede's town centres will continue to play a role in meeting people's day to day needs. In the absence of the plan, the regeneration of Egham through delivery of the Egham Gateway West (which has now completed) & East sites in the 2030 Local Plan should help to improve and consolidate its retail function, vitality and viability and improve vacancy rates.
- 12.12 The new Local Plan will need to include/retain policies to ensure the continued vitality and viability of Runnymede's town centres and consider whether further opportunities to consolidate their place in the retail hierarchy and improve attractiveness exist, potentially through policies which encourage diversification of uses.
- 12.13 The Runnymede area will continue to be an attractive tourist location through its heritage assets and attractions such as Thorpe Park. The new Local Plan should include/retain policies to ensure this continues and could seek opportunities to enhance the tourism offer in Runnymede.
- 12.14 Based on the above, Table 12-2 sets out issues/problems, how the Local Plan can address these, if at all, and the relationship to the objectives of other relevant plans, policies and programmes.

Table 12-2: Issues/Problems for Economy & Employment

Issue/Problem	Source	How Local Plan Can Address Issue	Relationship to Other PPPs
Runnymede continues to be an area of high economic performance.	Baseline Information	The new Local Plan should include/retain policies which maintain Runnymede's economic performance but will need to balance against travel demand.	NPPF Policy E1 - Development plans should: a) Set out a clear economic vision and strategy, which takes a positive, proactive and realistic approach to encouraging sustainable economic growth in both urban and rural areas,,, b) seeking to address any barriers to investment such as inadequate services or housing or a poor environment c) Allocate sites to implement the economic vision and strategy, Surrey Economic Growth Strategy - Creating the right conditions for Surrey businesses to start, grow and thrive; Enabling economic infrastructure to unlock growth through place-based approaches

Issue/Problem	Source	How Local Plan Can Address Issue	Relationship to Other PPPs
			Runnymede Corporate Business Plan - Priorities include: Business relocation, expansion, and investment in the Borough; Better infrastructure for sustainable growth, a dynamic workforce for a high-tech, creative economy;
Depending on need, demand for employment land/floorspace may place pressure on the Green Belt.	Baseline Information	The new Local Plan will need to balance competing demands and ensure that if any Green Belt is released this is sustainably located, accessible by sustainable travel, sited on land of least environmental quality and have regard for the transition between the urban area and wider landscape and follow the sequential approach of PDL, other Grey Belt then Green Belt.	NPPF Policy E1 - Allocate sites to implement the economic vision and strategy... paying particular regard to meeting needs of a modern economy
Employment floorspace losses continue through permitted development.	Baseline Information	The new Local Plan will need to consider the impact of employment floorspace loss under permitted development on employment supply/demand. Policies for the protection of Runnymede's most important employment areas should be retained/enhanced in light of an Article 4 Direction due to come into force in 2027.	Surrey Economic Growth Strategy - Fill out existing commercial/industrial space; Runnymede Corporate Business Plan - Priorities include: Business relocation, expansion, and investment in the Borough.
Viability/Vitality of Runnymede's Town Centres	Baseline Information	The new Local Plan should include/retain policies which consolidate the vitality/viability of Town Centres and could seek further opportunities to improve attractiveness and diversification of uses where suitable.	NPPF Policy TC1 To promote the long-term vitality and viability of town centres, development plans should: Be informed by a strategy for town centres in the area, to ensure that the full range of potential needs and

Issue/Problem	Source	How Local Plan Can Address Issue	Relationship to Other PPPs
			opportunities for development is considered... Runnymede Corporate Business Plan - Developing the vitality and vibrancy of our town centres and growing the tourism and leisure economy;
Tourism offer of the Runnymede area.	Baseline Information	Policies should be included/retained which maintain/enhance Runnymede's tourism and leisure offer.	NPPF Policy E1 – Allocate sites to...iii) the expansion or modernisation of other businesses of local, regional or national importance... (such as leisure and tourism...). Runnymede Corporate Business Plan – Developing the vitality and vibrancy of our town centres and growing the tourism and leisure economy;

13. Baseline Information - Transport

- 13.1 Government policies and strategies recognise the need to reduce travel demand and to encourage other forms of transport including active (walking and cycling) and sustainable (public transport).

Data from the 2021⁶⁷ Census shows that dependence on the car for travel to work decreased significantly to 43.83% with working from home increasing to 38.93%. This is unsurprising given that at the time of the 2021 Census, many Covid-19 pandemic restrictions were still in place and/or working patterns had not returned to pre-pandemic. The increase in home working also saw a decrease in bus and rail patronage as well as walking and cycling. However, these trends are uncertain post covid-19 and further data will be required to ascertain longer term changes to travel to work patterns. Prior to 2021, travel to work by car had increased from 64.48% to 67.47% and although bus patronage had risen slightly in this period, the percentage of residents walking, cycling or using the train decreased. A comparison of travel to work by mode between 2001 Census and the 2021 data is shown in Table 13-1.

Table 13-1: Travel to Work by Mode of Transport

Method*	2001 (%)	2011 (%)	2021 (%)	Trend
Work from home	9.48%	9.80%	38.93%	✓
Train/Underground/Metro	6.81%	6.44%	2.98%	✗
Bus/Minibus	1.43%	2.70%	1.16%	✗
Car/Van	64.48%	67.47%	43.83%	✓
Passenger in Car/Van	4.34%	3.33%	2.98%	✗
Bicycle	3.31%	2.25%	1.66%	✗
Walking	8.22%	6.63%	6.5%	✗

* Does not include motorcycle/taxi/other forms of transport so % do not add to 100.

Unsurprisingly car ownership in Runnymede is high with 1.47 cars per household which is higher than the south east (1.35) and England (1.16) average. Only 14.7% of households in Runnymede are without a car or van compared to 18.6% in the south east and 25.8% in England as a whole⁶⁸.

- 13.2 The highway network in Runnymede is formed from the Strategic Road Network (SRN) comprising the M3, M25 motorways and part of the A30 and operated by National Highways (formerly Highways England) and the Local Road Network (LRN) operated by the Local Highways Authority (LHA), which in this case is Surrey County Council but as of 1st April 2027 will be the West Surrey Unitary Authority. Both the strategic and local road networks in Runnymede suffer from congestion in certain areas, especially at peak times.

Census data from 2011 showed that the majority of Runnymede residents worked within the local authority areas of Elmbridge (9%), Spelthorne (7%) & Woking (6%) in Surrey and the London Boroughs of Hillingdon (5%) and Hounslow (5%), as well as Runnymede itself (34%). This indicates that 66% of journeys to work were within around 10km of Runnymede. 2021 Census data shows that 29,505 people live and work in Runnymede with 15,649 people travelling into the area for work and 12,955 people travelling out. The largest movements of people into Runnymede were from Spelthorne (16%), Woking (12%) and Elmbridge (7%). The largest movements of people out of Runnymede were to Elmbridge

⁶⁷ ONS. Available at:

<https://www.ons.gov.uk/employmentandlabourmarket/peopleinwork/employmentandemployeetypes/datasets/methodoftraveltowork>

⁶⁸ Surrey i. Available at: <https://www.surreyi.gov.uk/2011-census/car-availability/>

(16.6%), Spelthorne (12.6%), Woking (11%), Hillingdon (7%) and Hounslow (6.8%)⁶⁹. Whilst this data was collected during the Covid-19 pandemic it shows that travel to work patterns remained largely similar to the 2011 Census data in percentage terms.

- 13.3 2021 Census data also reveals that the majority of Runnymede residents who travel to work either worked from home (45%) or travelled a distance of 10km or less (36%). These results will be skewed by the Covid-19 pandemic but do show that the majority of journeys to work are still 10km or less.
- 13.4 There are six rail stations situated within Runnymede at Addlestone, Byfleet & New Haw, Chertsey, Egham, Longcross and Virginia Water. Addlestone, Chertsey, Egham, Longcross and Virginia Water are all suburban branch lines connecting Reading & Weybridge to London Waterloo and Byfleet & New Haw is served by the South West Mainline connecting the south coast to London Waterloo. All stations are served by services in peak hours and in the early morning/late night and the station at Longcross has benefitted from recent investment. The village of Thorpe has no rail service with Virginia Water being the nearest rail station some 1.8km away. Level crossing barrier downtimes, particularly in the Egham area can contribute to congestion of local highways at peak times.
- 13.5 The Runnymede area is served by reasonably good bus links to the wider area such as Addlestone/Chertsey/Egham/Woodham/New Haw to Staines upon Thames, Woking and Egham/Englefield Green to Windsor and Heathrow. Some areas of Runnymede such as Virginia Water and Thorpe are only served by an infrequent and limited bus service with only 1 service in the am & pm peak (Mon-Sat) and no services after 7pm or on Sundays.
- 13.6 Whilst not within the Runnymede area, Heathrow Airport lies approximately 4km to the north east and is a major international hub airport for commercial passenger journeys and freight. Fair Oaks Airfield to the south of Ottershaw is a local airfield used for private flights and flight training.

Future Baseline

The transport evidence which supported the 2030 Local Plan⁷⁰ showed that the growth set out in the 2030 Local Plan, caused issues to arise on the A320, especially around St Peter's Hospital and Junction 11 of the M25. Other local routes where hotspots were identified include the A30, A308 (The Causeway), A317 (St Peter's Way), A318 (Brighton Road) and B386 (Longcross Road). However, much of the local highway network appears to operate within capacity.

Improvements to the A320 have commenced with £44m of funding secured and works are expected to be completed autumn 2027. As such, even in the absence of the plan, improvements to the local road network and junction 11 of the M25 will come forward, which should maintain vehicle flows on the A320 from Woking to Junction 11 of the M25. However, congestion hot spots at certain junctions and links will remain on the local road network if funding for further highway improvement is not secured, as set out in the Council's Infrastructure Delivery Plan (IDP) Schedules⁷¹. The Council has now implemented the Community Infrastructure Levy (CIL) Funding Programme – combined with other sources of funding and other developer contributions, transport improvements are beginning to come forward.

⁶⁹ Data available at <https://www.ons.gov.uk/visualisations/censusorigindestination/#explore>

⁷⁰ A320 Corridor Study (Arcadis) 2018 & Strategic Highway Assessment Report (SCC) 2017. Available at: <https://www.runnymede.gov.uk/planning-policy/planning-policy-evidence-based-documents/14>

⁷¹ Runnymede IDP Schedules (RBC) 2018. Available at: <https://www.runnymede.gov.uk/planning-policy/planning-policy-evidence-based-documents/14>

- 13.7 The 2040 Local Plan will need to ensure continued support for highway and/or sustainable transport and active travel projects which improve traffic flow at identified hotspots through updates to the IDP and including/retaining policies for infrastructure delivery, informed by a 'vision-led' approach to transport planning.
- 13.8 The high levels of car ownership in Runnymede are likely to continue into the future and as such the car will still remain the main mode of transport for Runnymede residents. Since the 2011 Census the percentage of those travelling to work by car increased with a subsequent decrease in those travelling by train, walking and cycling, although the numbers working from home increased. The 2021 Census showed that the Covid-19 pandemic had significantly altered peoples working patterns. Whilst there was already an upward trend towards working from home, prior to the pandemic, this increased significantly and may continue to some degree into the future although this is uncertain until further post pandemic figures are released.
- 13.9 The falling trend of those walking/cycling may have improved or reversed since the Covid-19 pandemic, but this is uncertain and any changes to travel modes could be temporary in nature. However, even in the absence of the plan there will be opportunities to improve pedestrian/cycling routes through the LCWIP and LSI projects and should improvements come forward, this could see upward trends in travel by cycling/walking given that the majority of Runnymede residents are travelling 10km or less to work and replace shorter car journeys.
- 13.10 Given this background, the new Local Plan should support strategies and projects which aim to improve the connectivity and attractiveness of active and sustainable transport infrastructure in Runnymede. Further, the new Local Plan will need to ensure it delivers sustainable patterns of development to maximise opportunities for sustainable travel choices, informed by a 'vision-led' approach to transport planning promoted in the new NPPF.

In relation to rail patronage, the Surrey Rail Strategy (2021)⁷² sets out that commuter travel patterns were changing, even before the COVID-19 pandemic, as rail commuters were increasingly taking fewer trips per week, with a growing likelihood that many workers will not return to commuting five days a week. The trend for lower trip rates has the potential to lessen the impact of increased population on rail demand in the medium and long term. Previous Network Rail forecasting had predicted long term growth of 40% on the services into London Waterloo by 2043, but the pandemic is challenging the basis for these projections. In any event capacity improvements to the rail network and stations are largely beyond the scope of the Local Plan, although the existing IDS does identify how developer contributions can support a number of schemes which aim to improve rail capacity.

- 13.11 Even in the absence of the plan, a third runway at Heathrow Airport may be delivered, significantly increasing the number of air passenger and freight flights with potential for increasing vehicle trips on the local and strategic road networks. However, until such time as further detail is revealed through the consenting process, the impact of a third runway on traffic impacts is uncertain. Whether a third runway is delivered or not, a new southern rail access to the airport has been proposed which may have implications for rail travel in Runnymede. However, the impacts to transport in Runnymede and more wider environmental impacts are uncertain at this stage and will depend on whether the scheme comes forward and its final route.

⁷² Surrey Rail Strategy (2021). Available at: <https://www.surreycc.gov.uk/land-planning-and-development/development/surrey-future/the-surrey-rail-strategy>

13.12 Based on the above, Table 13-2 sets out issues/problems, how the Local Plan can address these, if at all, and the relationship to the objectives of other relevant plans, policies and programmes.

Table 13-2: Issues/Problems for Transport

Issue/Problem	Source	How Local Plan Can Address Issue	Relationship to Other PPPs
Continued prevalence of journeys made by car and high levels of car ownership, leading to congestion, safety issues, and generation of carbon emissions.	Baseline Information	The new Local Plan should include/retain policies giving support for schemes/projects which aim to improve the attractiveness and connectivity of active/sustainable transport infrastructure such as the LCWIP and LSI zones, informed by a 'vision-led' approach. The new Local Plan should also deliver sustainable patterns of development to maximise sustainable travel choices and reduce travel demand. The Local Plan could also set out thresholds for what constitutes a significant amount of movement arising from new development.	Better Connected: Use transport to create better connected places; Align transport and development Gear Change – Cycling and walking will be the natural first choice for many journeys with half of all journeys in towns and cities being cycled or walked by 2030. Ensure active travel is embedded in wider policy making. Decarbonising Transport - We will deliver a world class cycling and walking network in England by 2040. NPPF Policy TR1 1b) Locating proposed development where it can support sustainable patterns of movement and make effective use of existing or proposed transport infrastructure... 2) Local Plans may set out thresholds for what constitutes a significant amount of movement arising from new development. Revive & Renew - New Transport & Smart Mobility – Covid19-safe, sustainable, delivering good connectivity. Transport Strategy for the South East - Sustainable Growth

Issue/Problem	Source	How Local Plan Can Address Issue	Relationship to Other PPPs
			Mission - We will champion transport interventions that unlock investment opportunities, enable sustainable growth, and create healthy, vibrant, and well-connected communities. Priorities include: Embedding walking and cycling infrastructure into new developments and local plans. Surrey's 2050 Place Ambition - Increase walking/cycling uptake through implementing Local Cycling and Walking Infrastructure Plans (LCWIPs) across Surrey to link urban and rural built-up areas and public transport connections Surrey Local Transport Plan 4 - Ensure that new development is focussed around sustainable travel options. Establish 'liveable neighbourhoods', Ensure that new development is focussed around sustainable mobility options Surrey Bus Improvement Plan: We want buses to be the first choice of transport for people living and working in Surrey. Surrey Rail Strategy: Increasing access for all. Developing an attractive, high quality rail network

Issue/Problem	Source	How Local Plan Can Address Issue	Relationship to Other PPPs
Expansion at Heathrow Airport and possible southern rail access	Baseline Information	The new Local Plan will need to have regard to possible expansion at Heathrow Airport including the possibility of southern rail access and other associated infrastructure as set out in the Nationally Significant Infrastructure Project (NSIP) proposal where this has implications for the Local Plan spatial strategy, allocations and transport connectivity. The Local Plan may need to safeguard land associated with the NSIP proposal including for associated transport infrastructure. This will depend on the extent and scope of the NSIP proposals.	Better Connected: Align transport and development. NPPF Policy TR1: 1d) Identifying and protecting sites and routes which will widen transport choice and are essential to facilitate sustainable development... 1e) Providing any transport facilities that need to be located in the area or for their necessary expansion or adaptation and the infrastructure and wider development required to support them...In doing so it should be considered whether such development is likely to be a nationally significant infrastructure project (NSIP)... Transport Strategy for the South East: Long term priorities include: Developing new rail connections to international gateways, including links to Heathrow and Gatwick. Surrey's 2050 Place Ambition: Improve rail connectivity between Surrey's main towns and other key economic centres by securing investment in... Southern Rail access from Heathrow Airport to Surrey and beyond; Surrey Rail Strategy: Increasing access for all. Developing an attractive, high quality rail network

14. Baseline Information – Waste

- 14.1 Runnymede Borough Council is the waste collection authority in Runnymede, whilst Surrey County Council is the waste disposal authority. From 1st April 2027 both waste collection and disposal will fall to the new West Surrey Unitary Authority.

Government statistics⁷³ show that total waste collected in Runnymede in 2024/25 was 30,282 tonnes which compares to 32,332 tonnes in 2020/21 a reduction of 2,050 tonnes but is still higher than the 29,042 tonnes collected in 2014/15. Rates of recycling (reuse, recycling or composting) in Runnymede in 2024/25 was 44%, a slight decrease from 49% in 2019/20. This is lower than recycling rates in the South East (45.7%) but higher than England (42%).

The Surrey Waste Local Plan 2020⁷⁴ allocates a site at Trumps Farm, Longcross for a Household Waste Materials Recycling Facility (MRF) for up to 50,000 tonnes per annum. It also includes policy requirements for sustainable construction and waste management in new development. The Surrey Minerals Plan Core Strategy also includes policy requirements which seek to support and promote sustainable design and construction that provides for efficient use of minerals and enables the use of recycled and secondary aggregates in new development.

- 14.2 All development generates waste e.g. through land clearance, engineering operations, ground excavations and construction activities. The waste hierarchy sets out how prevention is the best and most efficient way of managing waste, followed by reuse, recycling, other recovery and then disposal. Construction, demolition and excavation account for 60% of material use and waste generation in the UK – although emissions from the UK waste sector have fallen 46% over the 2008-2018 period, progress has stalled.

Future Baseline

- 14.3 The Surrey Waste Plan estimates that waste arisings from Local Authority Collected Waste across Surrey will increase in the period 2017-2035 by 30,000 tonnes. Coupled with this, the increase in population is likely to see levels of waste collected from Runnymede continue to increase into the future, even in the absence of the Plan.
- 14.4 The increase in recycling rates could continue into the future, given that recycling targets at a national level and within the Surrey Waste Plan are currently higher than the 44% recorded for Runnymede in 2024/35.

From 2026, inert construction, demolition and excavation (CD&E) waste generated in Surrey is forecast to equal or exceed some 1,775,000 mt per annum⁷⁵, and it is anticipated that Surrey will face a growing shortfall in inert CD&E waste management capacity.

- 14.5 Whilst waste planning is largely beyond the scope of the Local Plan, given the trend of increasing waste arisings and that higher rates of recycling will be required to hit targets, the new Local Plan should include/retain policies which ensure that sufficient space for waste storage is delivered, potentially through locally specific design policies and/or use of Design and Placemaking Planning Practice Guidance.

⁷³ Gov.uk. Available at: <https://www.gov.uk/government/statistics/local-authority-collected-waste-management-annual-results>

⁷⁴ Surrey Waste Local Plan (SCC) 2020. Available at: <https://www.surreycc.gov.uk/land-planning-and-development/minerals-and-waste/waste-plan>

⁷⁵ Sustainable construction and waste management in new development guidance (SCC) 2023. Available at: <https://www.surreycc.gov.uk/land-planning-and-development/minerals-and-waste/policy-guidance-notes/new-developments#section-3>

- 14.6 A new Local Plan can also consider including/retaining policies which encourage the use of sustainable construction and demolition measures and require the submission of site waste management plans (SWMPs) to ensure that development proposals are sustainable in a waste management context, if this does not repeat NDMP or Surrey Waste Plan policy requirements.
- 14.7 Based on the above, Table 14-1 sets out issues/problems, how the Local Plan can address these, if at all, and the relationship to the objectives of other relevant plans, policies and programmes.

Table 14-1: Issues/Problems for Waste

Issue/Problem	Source	How Local Plan Can Address Issue	Relationship to Other PPPs
Waste levels continue to increase (with associated increases in carbon emissions).	Baseline Information	The new Local Plan should include/retain policies which deliver waste storage within development proposals; and which promote design approaches which conserve resources and take opportunities to re-use existing structures and materials.	National Planning Policy for Waste - ensuring the design and layout of new residential and commercial development and other infrastructure complements sustainable waste management, including the provision of appropriate storage and segregation facilities to facilitate high quality collections of waste. NPPF Policy CC2 – 1c) use design approaches which conserve energy and the use of other resources 1d) take advantage of opportunities to re-use existing structures and materials. NPPF Policy DP3 – Principles for well-designed places include climate change mitigation measures which act to conserve resources and contribute to net zero.

15. Sustainability Framework

- 15.1 The sustainability framework is a decision aiding tool to ensure the consistent appraisal of Local Plan policy options, policies, allocations and other elements which make up the plan. The framework sets out a series of sustainability objectives and decision aiding criteria, to determine the sustainability and likely significant environmental impacts of the plan on the environment. The objectives and criteria in the sustainability framework are based on the review of the relevant plans, policies and programmes, baseline information and issues/problems identified.
- 15.2 Table 15-1 includes a set of SA/SEA objectives and associated decision aiding criteria, derived from the objectives and criteria of the SA Framework adopted for the 2030 Local Plan. This is in order to maintain continuity with previous SA assessments.
- 15.3 It is considered that, broadly speaking, the objectives and decision-making criteria adopted for the 2030 Local Plan remain just as relevant for appraising the new Local Plan. However, some of the objectives and criteria have been refined as a result of up-to-date plans, policies and programmes and baseline information. Additions to objectives are in bold text and underlined with deletions crossed through.

Table 15-1: Proposed SA Framework

SA Objectives	Decision Aiding Criteria
SA Objective 1: To conserve and enhance biodiversity, habitats and species <u>and ecosystem services, including green & blue infrastructure</u>	Will it avoid potential impacts of development on designated sites? Will it avoid net loss of and achieve enhancement of ecological resources and services? Will it avoid habitat fragmentation? Will it lead to development which incorporates <u>or enhances biodiversity, green and blue infrastructure and its connectivity?</u> into the design e.g. linking green corridors, incorporation of habitats etc.? <u>Will it help achieve delivery of Local Nature Recovery priorities and measures?</u>
SA Objective 2: to protect and improve the health and well-being of the population and reduce inequalities in health	Will it help to address pockets of deprivation and child poverty? Will it improve access to healthcare? Will it provide for the needs of an ageing population <u>and those with specialist needs?</u> Will it facilitate <u>opportunities to achieve</u> active lifestyles <u>and prevent obesity?</u> Will it improve opportunities to access green & blue infrastructure, outdoor/indoor sports, leisure and recreation? <u>Will it protect and enhance community facilities and public service infrastructure?</u>

	<u>Will it safeguard human health and well-being by promoting climate change resilience through sustainable siting, and infrastructure?</u> <u>Will it improve opportunities to access community facilities and public service infrastructure?</u> <u>Will it promote inclusive and safe places?</u> <u>Will it</u> support local sustainable food production, including the provision of allotments and community gardening?
SA Objective 3: to protect soil and minerals resources	Will it ensure that mineral resources are not sterilised? Will it avoid environmental effects from mineral abstraction on sensitive receptors? Will it <u>make the most effective use of land and</u> achieve efficiency in land use and avoid the development of greenfield land over the redevelopment of previously developed land and buildings? <u>Will it provide opportunities for remediating/mitigating despoiled, degraded, derelict, contaminated and unstable land?</u> <u>Will it avoid the loss of the most valuable agricultural land?</u> Will it minimise waste arisings and facilitate achievement of waste hierarchy principles? recycling?
SA Objective 4: to protect and enhance water resources and their quality improve water quality and efficiency	Will it ensure developments are water efficient <u>and include opportunities for water recycling, water stewardship and water sensitive design where appropriate?</u> Will it help to improve water quality and prevent further deterioration?

	Will development incorporate suitable buffer zones? <u>Will it minimise inappropriate development in groundwater Source Protection Zones?</u>
SA Objective 5: to increase resilience to climate change, including flood risk	Will it ensure that people, property and businesses are protected from all sources of flooding, <u>taking into account the impacts of climate change?</u> Will development incorporate SUDS, <u>Natural Flood Management schemes and flood resilient design?</u> Will it lead to developments which are designed to be resilient to hotter, drier summers and warmer, wetter winters for the anticipated lifetime of the development?
SA Objective 6: to reduce air and noise pollution	Will it ensure that development minimises exposure to poor air quality and noise pollution <u>and does not add to air/noise pollution in the wider area?</u> Will it avoid contributing to congestion <u>and reduce travel demand?</u> Will it facilitate the incorporation of electric vehicle charging points into new developments or ensuring they can be retrofitted?
SA Objective 7: reduce greenhouse gas emissions	Will it ensure that new developments are designed to achieve high levels of energy efficiency? Will it prioritise access to and improve connectivity by good public sustainable transport and safe/<u>attractive active travel</u> walking and cycling facilities infrastructure (including segregated cycle lanes), including routes identified in the LCWIP over facilities for private cars? <u>Will it help to achieve liveable walkable neighbourhoods?</u>

	Will it help secure increase renewable/low carbon energy generation and/or supporting infrastructure? <u>Will it provide opportunities to reduce carbon emissions and provide carbon capture/sinks?</u> <u>Will it promote waste hierarchy principles, the use of sustainably sourced materials and re-use of resources in construction and renovation?</u>
SA Objective 8: to sustain economic growth and competitiveness across the Runnymede area	Will it support a dynamic and diverse local economy? Will it stimulate economic growth in deprived areas? Will it support low environmental impact business sectors? Will it contribute to the provision of opportunities for employment and/or improvements in educational attainment and skills development? <u>Will it maintain and enhance the vitality/viability and retail function of Runnymede's town and local centres?</u> <u>Will it enable the development of vacant or under-utilised space in Runnymede's centres?</u> <u>Will it support Runnymede's tourist and leisure attractions?</u>
SA Objective 9: to meet local housing needs through ensure the provision of high quality, sustainable sustainably constructed and affordable homes, and necessary community infrastructure	Will it provide viable and deliverable good quality housing with a mix and range of tenures, and affordable housing to meet identified needs including for specific groups of people? Will it provide accessible and/or adaptable housing? Will it ensure the <u>protection, enhancement or</u> delivery of necessary community infrastructure?

	<u>Will it protect, enhance or provide new or improved community facilities and public service infrastructure?</u> Will it achieve development that demonstrates sustainable design and construction including efficient use of materials?
SA Objective 10: to protect and enhance Runnymede's historic <u>and cultural</u> assets	Will it ensure that development avoids adverse effects on heritage assets, archaeology and Conservation Areas? <u>Will it enhance and promote Runnymede's heritage assets and their setting?</u> <u>Will it protect or enhance Runnymede's cultural facilities/services?</u> <u>Will it improve access to Runnymede's cultural facilities/services?</u> Will it ensure that development is well-designed and is well-related to the surrounding townscape?
SA Objective 11: to protect and enhance open space and the landscape/ <u>townscape</u> character of the Runnymede area	Will it protect and enhance landscape character? <u>Will it ensure that development is of high quality and inclusive design and is well- related to the surrounding townscape?</u> Will it ensure the quality of and provision of suitable open space, where need is identified?

16. Next Steps

- 16.1 The next stage of the SA will be assessment at the Plan Content and Evidence (PCE) stage of Local Plan preparation. The PCE paper and next iteration of SA will be subject to public consultation in 2027.

Monitoring

- 16.2 A framework for monitoring the significant effects of the new Local Plan will be proposed in the SA/SEA at the PCE stage. The framework will be clearly linked to the objectives in the SA/SEA framework and be directly linked to significant effects and feed into the measurable outcomes set out in the new Local Plan.

Appendix A

Review of Plans, Policies & Programs Relevant to the new Local Plan

Plan or Programme	Objectives, Targets or Key Message
Biodiversity (including Fauna & Flora) & Green/Blue Infrastructure	
Summary of the Local Plan's (LP) relationship to biodiversity: The new Local Plan should, as far as it is able to do so, and without repeating national development management policies retain/strengthen or include policies/actions to aid in the protection and enhancement of biodiversity by minimising risks to habitat condition, fragmentation and loss as a result of development. The Local Plan should seek to provide net gains in biodiversity in line with national planning policy, retain and enhance priority habitats, support Local Nature Recovery Strategy priorities and contribute to resilient ecological networks. The Local Plan should also seek to protect, enhance and provide a coherent green/blue infrastructure network and connectivity taking account of Natural England's GI Framework and/or any local GI Strategies. A Habitat Regulations Assessment (HRA) will need to be undertaken. The SA should include objectives that addresses protection and enhancement of biodiversity, habitats, green/blue infrastructure and consideration of ecosystem services and ecological networks as well as biodiversity net gains in line with national planning policy. The SA should carefully consider the location of potential allocations and consider other policy effects which could impact upon biodiversity and the green/blue infrastructure network.	
Strategic Plan for Biodiversity 2011-2020 (United Nations) 2010	Sets out a vision that 'By 2050, biodiversity is valued, conserved, restored and wisely used, maintaining ecosystem services, sustaining a healthy planet and delivering benefits essential for all people' The Strategic Plan has 5 strategic goals: A: Address the underlying causes of biodiversity loss by mainstreaming biodiversity across government and society; B: Reduce the direct pressures on biodiversity and promote sustainable use; C: Improve the status of biodiversity by safeguarding ecosystems, species and genetic diversity; D: Enhance the benefits to all from biodiversity and ecosystem services; E: Enhance implementation through participatory planning, knowledge management and capacity building

Plan or Programme	Objectives, Targets or Key Message
Environmental Improvement Plan (HM Government) 2025	Includes 10 Goals and number of commitments for each goal. Relevant Goals and commitments include: Goal 1: Restored Nature – Create a network of bigger, better and more resilient habitats. Commitments include: Conserve & manage 30% of UKs land by 2030; By Dec 2030, 50% of SSSI features to have actions of track to reach favourable status; Create/restore 250,000ha of a range of wildlife rich habitats outside protected sites by Dec 2030; Increase England's tree canopy by 43,000ha by Dec 2030; Support farmers/land managers to create/restore 48,000km o hedgerow by 2037 and 72,500km by 2050; Halt decline in species abundance by 2030; Goal 7: Climate Change - reduce greenhouse gas emissions to accelerate to net zero and work to prepare the natural environment for the effects of climate change. Commitments include: Enhance the adaptive capacity and resilience of the treescape by increasing its extent, connectivity and diversity, improving its condition and conserving the genetic diversity within and between species; Goal 8: Reducing environmental hazards - reduce the risk of harm to people, the environment and the economy from natural hazards. Commitments include: Work with local authorities to provide further tools and support through Natural England's (NE) Green Infrastructure Framework and associated Green Flag Award standards to plan and deliver trees, quality green spaces and other natural features in towns and cities to support communities, help reduce peak temperatures, and support resilient ecosystems Continue to support woodland creation and peatland restoration projects to protect soils, rivers and biodiversity, and provide natural

Plan or Programme	Objectives, Targets or Key Message
	flood management and climate mitigation and resilience benefits, through funding and by recording hectares planted or restored.
Biodiversity 2020: A strategy for England's wildlife and ecosystem services (DEFRA) 2011	Halt overall loss of England's biodiversity by 2020; support healthy well-functioning ecosystems and establish coherent ecological networks.
The Conservation of Habitats and Species Regulations 2017	Regulation 63 requires Appropriate Assessment of plans and projects likely to have a significant effect on a National Site Network site.
Environment Act 2021	Sets out a requirement for Biodiversity Net Gain and a requirement to prepare Local Nature Recovery Strategies.
Wildlife & Countryside Act 1981	Prohibits taking, injuring, killing and disturbing wildlife. It is also an offence to disturb places used for shelter and protection.
Natural Environment & Rural Communities Act 2006	Section 40(1) Every public authority must in exercising its functions, have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity. Section 40(3) Conserving biodiversity includes, in relation to a living organism or type of habitat, restoring or enhancing a population or habitat.
National Planning Policy Framework (NPPF) 2026	Policy CC1 (d) Development plans should... Identify opportunities for green infrastructure provision and nature-based solutions which can safeguard and improve carbon storage, support nature recovery and resilience, and which take account of Local Nature Recovery Strategies...; Policy HO4 (c) Development plan should identify suitable locations for strategic sites for housing led development ... These locations should:

Plan or Programme	Objectives, Targets or Key Message
	c) Address strategic environmental opportunities and safeguards including those set out in Local Nature Recovery Strategies; Policy HC1 (d) Development plans should... d) Set local standards for the provision of different types of recreational land and facilities...Policies for play and informal recreation should aim to secure a connected network of high quality, inclusive and accessible opportunities as part of the wider network of green space provision... Policy HC2 Local and Neighbourhood Plans may designate land as Local Green Space... Policy N1 Development plans should safeguard and enhance the natural environment, and reflect the wider benefits from natural capital and ecosystem services...to: a) Set out a hierarchy of international, national and locally designated sites and areas... b) Identify opportunities for the conservation, enhancement and recovery of landscapes, sensitive waterbodies, habitats and priority or threatened species , including through habitat restoration, the use of nature-based solutions, and the creation and strengthening of ecological networks; c) ...avoiding and minimising harm to designated sites of importance for nature. Areas which could become of particular importance for nature identified in Local Nature Recovery Strategies should be taken into account as opportunities to integrate development with environmental restoration, but should not necessarily preclude the allocation of land for development; d) Set out standards for green infrastructure provision, in a way which complements and/or incorporates those for recreational land;

Plan or Programme	Objectives, Targets or Key Message
	Development plans should only set local standards for biodiversity net gain which are in excess of the statutory net gain requirement where this is for specific site allocations and is fully justified and deliverable and not extend to categories of development which are exempt from statutory biodiversity net gain.
Planning Practice Guidance (PPG) Natural Environment 2025	Para 003 – When allocating land for development or determining a planning application, the biodiversity or geodiversity value of the land and its environmental sensitivity will need to be taken into account so that any harm can be avoided, mitigated or compensated for in a way which is appropriate given the site's identified value. Para 007 – Strategic policies can identify the location of existing and proposed green infrastructure networks and set out appropriate policies for their protection and enhancement. Para 021 - Plans, and particularly those containing strategic policies, can be used to set out a suitable approach to net gains in biodiversity, how they will be achieved, and which areas present the best opportunities to deliver gains. Para 046 - Local planning authorities should consider the priorities set out in the relevant Local Nature Recovery Strategy when determining how their local plan should contribute to and enhance the local and natural environment.
Green Infrastructure Framework (2023) Natural England	Sets out a series of Green Infrastructure (GI) principles and standards which can be incorporated into future plans or strategies. Includes headline standards for accessibility to GI from new development, amount of GI and LNR per 1,000 population, urban greening and tree canopy cover,
The State of Natural Capital: Restoring our Natural Assets 2014	The report identifies that: some assets are currently not being used sustainably and the benefits that we derive from them are at risk;

Plan or Programme	Objectives, Targets or Key Message
	there are major economic benefits to be gained from natural capital and that their value should be incorporated into decision-making; and a long-term restoration plan is necessary to maintain and improve natural capital for future generations.
South East Plan 2009	Policy NRM6 - Specific policy dealing with the Thames Basin Heaths SPA which sets out the principles of avoidance measures and exclusion zones.
Thames Basin Heaths Delivery Framework 2009	Objectives of the Framework are to recommend: - A consistent approach to the protection of the SPA from the significant effects of residential; The type and extent of residential development that may have a significant effect either alone or in combination on the SPA; Key criteria for the delivery of avoidance measures
Surrey Local Nature Recovery Strategy (SCC) 2026	Contains the priorities for nature recovery in Surrey for: <u>Woodlands & Parklands</u> Existing woodlands are in good condition, providing a diverse home to wildlife and are better able to adapt to the impacts of climate change and pests and diseases; New areas of woodland are established to enhance biodiversity, buffer and connect existing sites, and deliver wider environmental benefits; Invasive and damaging animal and plant species are effectively managed or eradicated to allow the natural regeneration and functioning of our woodlands; Trees outside of woodlands are conserved and individual trees are actively established across the county to pre-emptively create the next generation of ancient and veteran trees; Hedgerows are planted, restored and managed effectively to provide connecting corridors across the landscape and habitat for

Plan or Programme	Objectives, Targets or Key Message
	key farmland species. <u>Wetlands & Rivers:</u> Rivers, canals and headwaters are restored to a more natural state and where possible allowed to follow their natural course, with obsolete obstructions removed; Wetlands are enhanced and restored to create diverse, thriving habitats for wildlife, improve water quality and mitigate flood risk; Populations of key invasive species causing damage to wetlands and rivers are reduced or eradicated and managed into the future Freshwater habitats in the wider landscape (ponds and lakes) are enhanced, increased and safeguarded for use by key species <u>Grass, Scrub & Heathland</u> An expanded network of restored heathlands, underpinned by a diverse structure of bare earth and heather that supports a variety of heathland species and is resilient to wildfire and the impacts of climate change; An expanded network of restored species-rich grasslands provides nectar rich habitats for key species as well as increased soil quality and permeability, helping to mitigate and adapt to the impacts of climate change; <u>Urban</u> Green spaces for wildlife and people within urban areas are increased and managed effectively, improving the health and wellbeing of Surrey residents. Making our urban spaces vibrant and enjoyable places to live and work and more resilient to the impacts of climate change; Green spaces within urban areas are better connected providing access corridors for people and nature across our towns and villages and into the wider countryside; Buildings are built, renovated and/or retrofitted with wildlife and the environment in mind;

Plan or Programme	Objectives, Targets or Key Message
	Residents and communities are aware of and able to take action to improve their local environment; <u>Farmland & the Wider Countryside</u> Nature friendly farming practices are widely adopted reducing the impact of food production on nature and building healthy and resilient soils that will remain productive for future generations; Wildlife habitat is integrated into farmland and the wider countryside to provide stepping stones and connecting corridors creating a landscape that works for people and nature; Land within river catchments is managed to reduce pollution entering rivers, hold back water to reduce flood peaks and recharge aquifers to improve water supply. LNRS also contains a species priorities list and associated measures for 100 species.
The State of Surrey's Nature (Surrey Nature Partnership) 2017	For the entire species sample of 4,242 species: 11.5% locally extinct. 4% threatened 3% near threatened 14% declining
Surrey's 2050 Place Ambition v2 (Surrey Future) 2023	Priority - Invest in natural capital and deliver nature recovery Organisations such as Surrey County Council, Surrey Wildlife Trust and district and borough councils will continue to work together to avoid adverse effects on the environment, improve resilience to climate change and invest in natural capital by: - Recognising the importance of natural capital and the role of ecosystem services and pursuing opportunities for improving biodiversity and the air and water environment alongside new development.

Plan or Programme	Objectives, Targets or Key Message
	- Creating a coherent connected network of accessible multi-functional greenspaces. - Providing Suitable Alternative Natural Greenspace to mitigate the impacts of new housing development on the SPAs which also delivers new accessible and good quality green infrastructure.
Runnymede Corporate Business Plan: Climate Change Strategy 2022-2030	Council's mission includes: To drive biodiversity net gain and protect our natural assets.
Population & Human Health	
Summary of the Local Plan's (LP) relationship to population & human health The new Local Plan , as far as it is able to do so, and without repeating national development management policies, should retain, strengthen and/or implement policies/actions to prioritise health & well-being, through encouraging and/or creating opportunities for physical exercise for all abilities, creating healthier choices, provision of affordable housing and housing for different groups of the population and by providing a good quality built environment and well-designed communities which are safe and accessible by walking, cycling and public transport. The SA framework should include objectives addressing the need to protect human health and promote well-being. The potential effects of the Local Plan on health may include opportunities for access to better and local health care services, access to good quality affordable housing and housing for specific groups, opportunities for physical/mental well-being through exercise and/or informal/formal recreation opportunities, food production/consumption choices as well as safe and connected communities accessible by active travel such as walking/cycling.	
Sustainable Development Goals (UN)	Goal 3 Good Health & Well-being - Ensuring healthy lives and promoting the well-being for all at all ages is essential to sustainable development.
Fit for the Future: 10 year health plan for England (NHS) 2025	Relevant goals include: From hospital to community: the neighbourhood health service designed around you - actions include: • share of expenditure on hospital care will fall, with proportionally greater investment in out-of-hospital care;

Plan or Programme	Objectives, Targets or Key Message
	• establish a neighbourhood health centre in every community, beginning with places where healthy life expectancy is lowest; • increase the role of community pharmacy in the management of long-term conditions; • improve access to NHS dentistry, improve children's oral health and increase the number of NHS dentists working in the system; • deliver more urgent care in the community; • expand same day emergency care services and co-located urgent treatment centres; • develop more dedicated mental health emergency departments. From sickness to prevention: power to make the healthy choice – actions include: • encourage citizens to play their part, including through a new health reward scheme to incentivise healthier choices. We will also work with the Great Run Company to set up a campaign to motivate millions to move more on a regular basis.
Beating Crime Plan (UK Government) 2021	We will design crime and disorder out of areas by setting national security standards on building and area design nationally. We have embedded security standards and crime prevention principles within the National Model Design Code and are developing minimum standards as part of the review of the Housing, Health & Safety Rating System to ensure domestic security is not just a privilege to some. The Social Housing White Paper also announced a review of the Decent Homes Standard. As part of that review, we want to explore how we can go further in using the Decent Homes Standard to keep social housing residents secure and help tackle anti-social behaviour.
Environmental Improvement Plan (HM Government) 2025	Includes 10 Goals and number of commitments for each goal. Relevant Goals and commitments include:

Plan or Programme	Objectives, Targets or Key Message
	Goal 10: Access to nature - ensure inclusive access to nature and protect nature's beauty and heritage. Commitments include: Make sure that everyone has access to green or blue spaces within a 15-minute walk from home;
National Planning Policy Framework (NPPF) 2026	Policy S1 The development plan should plan positively for future growth and change by: a) seeking to meet the development needs of their area as a minimum. Policy HO1 Development plans should take into account an assessment of the size, type and tenure of housing or other accommodation needed for different groups, including: • Those who require affordable housing; • Older people; • Disabled people; • People who rent their homes; • Families with children; • Looked after children; • Specialist community based accommodation; • Students; • Travellers; • People wishing to commission to build their own homes. Policy HC1 ...development plans should; 1c) Allocate land specifically for community facilities and public service infrastructure where it is appropriate to do... 1e) identify wider opportunities to promote good health, prevent ill-health, reduce health inequalities and support social interaction through their spatial strategy and land allocations...

Plan or Programme	Objectives, Targets or Key Message
	2) ...they should attach considerable importance to providing for sufficient education facilities (including early years, school and post-16 provision), all types of health care provision and other essential community facilities and public service infrastructure over the plan period in a way that aligns with the needs of the local population... Policy P1 1aii) Development plans should...allocate land for development where, taking into account the potential for mitigation...occupiers and users will not be put at risk from or be adversely affected by, unacceptable levels of pollution. 1e) Assess whether land needs to be allocated for development which is required to maintain public safety and security, including for the purposes of flood management...
Planning Practice Guidance (PPG): Healthy & Safe Communities 2022	Planning Practice Guidance Para 001 - Planning and health need to be considered together in two ways: in terms of creating environments that support and encourage healthy lifestyles, and in terms of identifying and securing the facilities needed for primary, secondary and tertiary care, and the wider health and care system (taking into account the changing needs of the population). Para 004 - Local planning authorities can have a role by supporting opportunities for communities to access a wide range of healthier food production and consumption choices. Para 009 - Planning provides an important opportunity to consider the security of the built environment, those that live and work in it and the services it provides.
Planning Practice Guidance (PPG): Housing Needs of Different Groups (2021)	Para 001 - Plan-making authorities should assess the need for housing of different groups and reflect this in planning policies.
Surrey Joint Strategic Needs Assessment 2025	Food & Health

Plan or Programme	Objectives, Targets or Key Message
	Recommendation 1 - Improving access to nutritious and affordable food Recommendation 5 - Enhancing sustainability of the local food system Recommendation 6: Developing policy-based interventions Housing All available opportunities to increase affordable housing supply suitable for the needs of the community should be identified with a focus on increasing social rented supply; Ensure a continued focus on improving housing standards in Surrey including energy efficiency to reduce levels of fuel poverty; Increase the availability and accessibility of new and appropriate specialist housing options for disabled people, people with learning disabilities and/or autism, people with mental health needs, people with drug and alcohol dependencies and older people with care and support needs across Surrey.
Surrey Heath & Wellbeing Strategy (Surrey Health & Wellbeing Board) 2026	Priorities include: Priority 1 - Supporting those of all ages in the Priority Populations to lead healthy lives by preventing physical ill health and promoting physical well-being Outcomes Levels of healthy weight and physical activity are increased Priority 2 - Supporting those of all ages in the Priority Populations by preventing mental ill health and promoting emotional well-being Outcomes Environments and communities in which people live, work and learn to build good mental health

Plan or Programme	Objectives, Targets or Key Message
	Priority 3: Supporting those of all ages (babies, children, young people, adults and older adults) in the Priority Populations to reach their potential by addressing the wider determinants of health Outcomes Communities are safe and feel safe (community safety including domestic abuse, safeguarding) The benefits of healthy environments are valued and maximised (including through transport, land use planning and responses to a changing climate)
Community Vision for Surrey in 2030 (SCC) 2018	By 2030 we want Surrey to be a uniquely special place where everyone has a great start to life, people live healthy and fulfilling lives, are enabled to achieve their full potential and contribute to their community, and no one is left behind. We want our county's economy to be strong, vibrant and successful and Surrey to be a great place to live, work and learn. A place that capitalises on its location and natural assets, and where communities feel supported and people are able to support each other. Ambitions for Place: - Residents live in clean, safe and green communities, where people and organisations embrace their environmental responsibilities. - Journeys across the county are easier, more predictable and safer. - Everyone has a place they can call home, with appropriate housing for all. - Businesses in Surrey thrive. - Well-connected communities, with effective infrastructure, that grow sustainably.
Accommodation with Care and Support Strategy (SCC)	Outcomes

Plan or Programme	Objectives, Targets or Key Message
	be able to live in suitable accommodation with appropriate care and support to meet their changing needs now and in the future; have accommodation choices available to them to meet their range of health and social care needs flexibly and responsively.
Runnymede Corporate Business Plan: Health & Wellbeing Strategy 2022-2026	Objectives include: Healthy Homes: Ensure residents of all ages can live in safe, secure, good quality homes and are supported when necessary to be able to continue to live independently. Healthy Communities: For all residents to be able to engage and participate in their community, access services, facilities, amenities, leisure, and recreational opportunities locally;
Runnymede Housing Strategy Statement 2021-2026 (RBC)	Aspiration is for sufficient and affordable, good quality housing that is accessible and suitable for local people in Runnymede. Aim to: Ensure good quality affordable housing is available to local people in both the social and private sector; Increase the provision of affordable housing including low cost home ownership.
Runnymede Preventing Homelessness & Rough Sleeping Strategy 2025-2028	Priorities/Objectives include: To focus on early intervention and prevention; Provide holistic support to those experiencing rough sleeping and those with complex needs; Maximise 'move on' options.
Land & Soil	
Summary of the Local Plan's (LP) relationship to land & soil The new Local Plan, as far as it is able to do so, and without repeating national development management policies, should retain, strengthen and/or implement policies/actions which prioritise the development of previously developed land, makes effective use of land, promotes mixed use development, protects the most valuable agricultural land and seeks opportunities for remediating/mitigating despoiled, degraded, derelict, contaminated and unstable land. The Local plan could also include policies/actions for healthy food production and protection/enhancement of green/blue infrastructure.	

Plan or Programme	Objectives, Targets or Key Message
The SA framework should include objectives addressing the protection of soil and land.	
Environmental Improvement Plan (HM Government) 2025	Includes 10 Goals and number of commitments for each goal. Relevant Goals and commitments include: Goal 6: Resources - ensure that natural resources are produced, managed and consumed sustainably. Commitments include: Bring at least 40% of England's agricultural soil into sustainable management by 2028, increasing to 60% by 2030; Create and implement a new food strategy.
Safeguarding our Soils: A Strategy for England (DEFRA) 2009	By 2030, all England's soils will be managed sustainably and degradation threats tackled successfully. This will improve the quality of England's soils and safeguard their ability to provide essential services for future generations.
Environmental Protection Act (1990)	To provide an improved system for the identification of land that is posing unacceptable risks to health or the environment and for securing remediation where necessary.
National Planning policy Framework (NPPF) 2026	Policy L1 Development plans should: a) Identify ways of accommodating as much as possible of the identified need for development in the area on previously developed land b) Contain policies and, where appropriate, masterplans to optimise the use of allocated sites... Policy GB3 1) Green Belt boundaries should only be altered through the preparation and updating of local plans and where exceptional circumstances are fully evidenced and justified... 4) Where a development plan's spatial strategy has

Plan or Programme	Objectives, Targets or Key Message
	identified suitable land around well connected stations for development, exceptional circumstances do not need to be demonstrated to justify altering Green Belt boundaries. Policy GB4 When defining Green Belt boundaries... local plans should: d) ...Promote sustainable patterns of development, including by i) giving priority to the release of previously developed land within the Green Belt, then to grey belt land which is not previously developed and then other Green Belt locations, so long as this promotes a sustainable pattern of development overall. Policy P1 Development plans should allocate land for development, taking into account the potential for mitigation: 1ai) Opportunities can be taken to improve local environmental conditions such as by remediating despoiled, degraded, derelict, contaminated or unstable land 1aii) ground conditions will not inhibit or pose a risk to the nature of the development proposed...and occupiers and users will not be put at risk from, or be adversely affected by, unacceptable levels of pollution; 1b) Consider any wider opportunities to reduce air, water, soil, noise or any other forms of pollution.. Policy N1(1c) Steer the location of development including through site allocations in ways which utilises land of least environmental value...This should include...avoiding the use of higher quality agricultural land.

Plan or Programme	Objectives, Targets or Key Message
Planning Practice Guidance (PPG): Natural Environment 2025	Para 001 - Planning policies and decisions should take account of the economic and other benefits of the best and most versatile agricultural land.
Water	
Summary of the Local Plan's (LP) relationship to water The new Local Plan, as far as it is able to do so and without repeating national development management policies, should retain, strengthen and/or implement policies/actions relating to sustainable use of water/water efficiency as well as protecting and aiding opportunities to improve water quality. The Local Plan should also seek to minimise the risks from and to development by avoiding inappropriate development in areas of flood risk as well as pursue sustainable drainage and minimise run-off. Protection and enhancement of blue infrastructure assets/connections should also be included including flood protection measures where possible. The SA should include objectives that promote the protection and enhancement of the water environment & blue infrastructure including reducing flood risk from all sources, water quality and efficiency.	
The Water Environment Regulations 2017	Regulations for protecting and improving the water environment including key objectives for water bodies, the deadlines by which they must be achieved and the exemptions which may be relied on.
Environmental Improvement Plan (HM Government) 2025	Includes 10 Goals and number of commitments for each goal. Relevant Goals and commitments include: Goal 3: Water – ensure English waters are clean, resilient and plentiful. Commitments include: Require standardised sustainable drainage systems (SuDS) in all new developments with drainage impacts Reduce phosphorus loadings from wastewater by 55% by Dec 2030; Restore chalk streams to better ecological health, ensuring protections and investment towards these habitats; Reduce the use of public water supply in England per head of population from a 2019 to 2020 baseline: by 9% by 31 March 2027 and by 14% by 31 March 2032

Plan or Programme	Objectives, Targets or Key Message
	Reduce household water use to 122 litres per person per day by 2038 from a 2019 to 2020 baseline; Reduce non-household water use by 9% by 2038; Reduce leakage from a 2017 to 2018 baseline by 20% by 31 March 2027, and by 30% by 31 March 2032
Future Water - The Government's water strategy for England (DEFRA) 2008	By 2030 at the latest, there is improved quality of the water environment and the ecology which it supports; sustainably managed risks from flooding; more effective management of surface water and sustainable use of water resources.
National Planning Policy Framework (NPPF) 2026	Policy PM13 1b) Not cover matters which are already addressed by Building Regulations, other than in relation to: ii) water efficiency, for which it may be appropriate to apply the tighter building regulations optional requirement... Policy P1 Development plans should: 1c) Consider any wider opportunities to reduce air, water, soil, noise or any other forms of pollution. Policy F2 Development plans should: a) applying the sequential test; b) safeguarding land that is, or is likely to be, required for current or future flood management; c) Using opportunities provided by new development and improvements in green and other infrastructure to reduce the causes and impacts of flooding; Policy N1

Plan or Programme	Objectives, Targets or Key Message
	1b) Identify opportunities for the conservation, enhancement and recovery of landscapes, sensitive waterbodies...
Thames River Basin District Management Plan (Environment Agency) 2022	The aim of the river basin management plans is to enhance nature and the natural water assets and describe the framework used to protect and improve the quality of waters in each river basin district. Environmental objectives include: - preventing deterioration of the status of surface waters and groundwater; - achieving objectives and standards for protected areas; - aiming to achieve good status for all water bodies; - reversing any significant and sustained upward trends in pollutant concentrations in groundwater; - cessation of discharges, emissions and losses of priority hazardous substances into surface waters; - progressively reducing the pollution of groundwater and preventing or limiting the entry of pollutants
Wey Catchment Management Plan (Wey Landscape Partnership)	Vision is: A healthy and diverse catchment where all interested sectors, groups or individuals may contribute effectively towards restoring the natural environment for the sustainable use of its essential resources, whilst preserving other valued heritage assets; to benefit both people and wildlife today and in the future. Priorities include: Natural flood management Fish passage improvement Habitat improvement Community engagement and improved access

Plan or Programme	Objectives, Targets or Key Message
	Monitoring and evidence gathering Invasive species management Water quality improvement
Maidenhead to Teddington Catchment Management Plan (Maidenhead to Teddington Catchment Partnership)	Vision is: Protect, improve and enhance all rivers within the catchment, making them cleaner, more accessible and more attractive, to benefit local communities and wildlife, both now and for the benefit of future generations. Priorities include: Water quality Climate resilience Biodiversity and habitats Community engagement
Thames River Basin District Flood Risk Management Plan 2021-2027 (Environment Agency) 2022	Ambition for the period 2021-2027 is to continue to drive catchment-based delivery in the Thames RBD that offers multiple benefits to communities and the environment. Set of 27 national measures for Environment Agency and 18 for Lead Local Flood Authorities (LLFAs). Identifies a number of flood risk areas (FRAs) in Runnymede including Byfleet & Weybridge (small area in Runnymede at Byfleet Road), Chertsey, Egham and Staines (small area in Runnymede at Staines Rd/Chertsey Lane and Penton Hook). Each has its own set of local measures including: Continue to maintain and seek to rationalise and optimise existing structure in Byfleet weir

Plan or Programme	Objectives, Targets or Key Message
	Have improved existing assets by replacing overfall weir with 3-6 large new gates as part of the River Thames Scheme in Teddington, Molesey and Sunbury weir Have worked with local planning authorities and other partners to identify opportunities for design in the River Thames Scheme area Support deployment of temporary flood barriers Work in partnership to investigate opportunities including transforming existing infrastructure in Byfleet and Weybridge, downstream of the Sanway-Byfleet flood alleviation scheme Work in partnership to progress options and build a flood alleviation scheme Work with Partners to install property resilience measures in the River Thames Scheme area Work with Partners to start building a 8 km flood relief channel alongside the River Thames in the River Thames Scheme area Work with Partners to support deployment of temporary flood barriers in the River Thames Scheme area Work in partnership with Wey Forward
Thames Abstraction Licensing Strategy (Environment Agency) 2019	Identifies the Thames having restricted 'Water available for licensing'.
River Wey Catchment Abstraction Management Strategy (Environment Agency) 2019	Identifies the Wey having restricted 'Water available for licensing'
Final Regional Plan (2025) Water Resources South East	<u>Key messages/plans include:</u> Save more of the water we already have. We will reduce leakage by 20% by 2027; by 30% by 2032; and by 50% by 2050. Every customer will also need to lower their water use to help meet national targets of 9% by 2027; by 14% by 2032; and by 20% by 2038 – so that eventually we all use only 110 litres of water per person, per day.
Water Resource Management Plan (Affinity Water) 2024	<u>Plan consists of 4 main elements:</u>

Plan or Programme	Objectives, Targets or Key Message
	Demand management strategy Strategic level supply schemes Supply network modification and smaller supply schemes Adaptive strategy <u>Demand Management</u> measures include accelerated smart metering programme to conclude by 2035. Includes Environment Improvement Plan targets to: Reduce household water use to 122 l/h/d by 2038 and achieve 110 l/h/d by 2050; Reduce non-household use by 9% by 2038 and 15% by 2050; Reduce leakage by 20% by 2027, 30% by 2032 and 50% by 2050; Reduce use of public water supply by head of population by 9% by 2027, 14% by 2032 and 20% by 2038
Thames Water: Our Drainage and Wastewater Management Plan 2025-2028	DWMP long-term targets include: Stop property flooding internally and externally from our sewers where possible up to a 1 in 50 year storm event; Limit environmental impact by discharging on average no more than 10 times per year per storm overflow; Enhance the ability of our sewage treatment works to recover from difficulties without impacting our services or the environment.
Surrey Local Flood Risk Management Strategy 2017-2032 (SCC) 2025	Vision To make Surrey more resilient to flooding on a long-term basis through a co-ordinated approach with residents and partners. Relevant objectives include: Objective 6: Planning

Plan or Programme	Objectives, Targets or Key Message
	We will reduce the risk of flooding to and from development through local planning policy and processes. To achieve this we will: Influence policy and advise Local Planning Authorities on managing flood risk Take viable opportunities to utilise existing and new development to reduce flood risk
Air & Noise	
Summary of the Local Plan's (LP) relationship to air & noise The new Local Plan should, as far as it is able to do so and without repeating national development management policies, retain, strengthen and/or implement policies/actions to maintain and/or improve air quality through minimising travel demand, promoting active/sustainable forms of travel, delivery of EV charging points and/or other innovations in development. The new Local Plan should seek opportunities to improve connectivity between places so that the number of journeys by car can be reduced to ease congestion, improve noise levels and improve local air quality. The location of development including any allocations should carefully consider issues of noise nuisance both to and from development. The SA should include objectives relating to noise and air emissions.	
Global Air Quality Guidelines (WHO) 2021	Sets out recommendations for interim targets for six air pollutants, PM _{2.5} , PM ₁₀ , Ozone, Nitrogen Dioxide, Sulphur Dioxide and Carbon Monoxide.
Environmental Noise Guidelines for the European Region (WHO) 2018	Sets out recommendations for average and night time noise limits from sources such as road traffic (53db & 45db), railway (54db & 44db), aircraft (45db & 40db) and leisure noise (70db yearly average). Guiding principles: reduce, promote, coordinate and involve • Reduce exposure to noise, while conserving quiet areas. • Promote interventions to reduce exposure to noise and improve health. • Coordinate approaches to control noise sources and other environmental health risks. • Inform and involve communities potentially affected by a change in noise exposure.

Plan or Programme	Objectives, Targets or Key Message
Environmental Improvement Plan (HM Government) 2025	Includes 10 Goals and number of commitments for each goal. Relevant Goals and commitments include: Goal 2: Air – Achieve clean air. Commitments include: Deliver 2030 emissions targets to reduce anthropogenic emissions for the following pollutants against 2005 baseline: • nitrogen oxides by 73%. • sulphur dioxide by 88%. • PM2.5 by 46%. • ammonia by 16%. • non-methane volatile organic compounds by 39%. Deliver air pollution levels set out in the Air Quality Standards Regulations in local areas; Deliver air quality targets for PM2.5 concentration and exposure: Annual mean target of 10 micrograms per cubic meter by 2030 & population exposure reduction of 30%.
Road to Zero (HM Government) 2018	Our mission is to put the UK at the forefront of the design and manufacturing of zero emission vehicles, and for all new cars and vans to be effectively zero emission by 2040. As set out in the NO2 plan, we will end the sale of new conventional petrol and diesel cars and vans by 2040. By then, we expect the majority of new cars and vans sold to be 100% zero emission and all new cars and vans to have significant zero emission capability. By 2050 we want almost every car and van to be zero emission. We want to see at least 50%, and as many as 70%, of new car sales and up to 40% of new van sales being ultra low emission by 2030.
The Environmental Targets (Fine Particulate Matter) (England) Regulations 2023	Sets targets in regulations for PM2.5 Regulation 4 - The annual mean concentration target is that by the end of 31st December 2040 the annual mean level of PM2.5 in

Plan or Programme	Objectives, Targets or Key Message
	ambient air must be equal to or less than 10 µg/m³ (“the target level”). Regulation 7 - The population exposure reduction target is that there is at least a 35% reduction in population exposure by the end of 31st December 2040 (“the target date”), as compared with the average population exposure in the three-year period from 1st January 2016 to 31st December 2018
The Air Quality Standards Regulations 2010	Regulations include criteria for determining how achievement with the limit values should be assessed, including consideration of locations and relevant exposure.
Noise Policy Statement for England (DEFRA) 2010	Through the effective management and control of environmental, neighbour and neighbourhood noise within the context of Government policy on sustainable development: • avoid significant adverse impacts on health and quality of life; • mitigate and minimise adverse impacts on health and quality of life; and • where possible, contribute to the improvement of health and quality of life.
National Planning Policy Framework (NPPF) 2026	Policy P1 Development plans should: 1b) Consider any wider opportunities to reduce air, water, soil, noise or any other forms of pollution and contribute to compliance with national and local environmental targets and objectives...
Planning Practice Guidance (PPG): Air Quality 2019	Para 002 - Consideration of air quality issues at the plan-making stage can ensure a strategic approach to air quality and help secure net improvements in overall air quality where possible.
Planning Practice Guidance (PPG): Noise 2019	Para 001 - Noise needs to be considered when development may create additional noise or would be sensitive to the prevailing acoustic environment.

Plan or Programme	Objectives, Targets or Key Message
Surrey Local Transport Plan 4 (SCC) 2022	Aim is to reduce carbon emissions to ensure Surrey is on track to be net zero emissions by 2050, whilst creating thriving communities with clean air, excellent health, wellbeing and quality of life. The key policies include prioritising walking and cycling to improve health, working with operators to improve journeys on public and shared transport, promoting zero emission vehicles and planning local neighbourhoods to reduce the number and length of car trips. One of the objectives of the Local Transport Plan is to create thriving communities with clean air, excellent health, wellbeing and quality of life.
Air Quality Management Area Action Plan (RBC) 2024	Our priorities for both our Air Quality Management Areas (AQMAS) are to continue measuring air quality to ensure continued compliance with the objective. Our focus moving forward will be on further reducing exposure to air pollution, both NO2 and PM2.5, to protect public health. Key priorities include: - Policy guidance - Improved infrastructure for active travel - Low emission transport
Climate	
Summary of the Local Plan's (LP) relationship to climate The new Local Plan, as far as it is able to do so and without repeating national development management policies, should retain, strengthen and/or implement policies/actions aimed at mitigating and adapting to climate change impacts through promotion of renewable/low carbon energy and reducing carbon emissions through green infrastructure and nature based solutions. Local Plan policies/actions should also encompass the location of development to maximise opportunities for active/sustainable travel and reduce the need to travel as well as consider the need to minimise the risks from and to development by avoiding inappropriate development in areas of flood risk as well as pursue sustainable drainage and minimise run-off. Water efficiency standards could also be pursued.	

Plan or Programme	Objectives, Targets or Key Message
The SA should include objectives assessing the need to mitigate and adapt to climate impacts including reducing carbon emissions from domestic/commercial development, water efficiency, minimising the need to travel, promoting active/sustainable travel, addressing flood risk and drainage, opportunities for renewable/low carbon energy as well as protection/enhancement of green/blue infrastructure.	
Paris Agreement 2015	Global action plan to avoid dangerous climate change. 195 countries agreed to a long-term goal of keeping the increase in global average temperature below 2°C above pre-industrial levels and to aim to limit any increase to 1.5°C. The operational details for the practical implementation of the Paris Agreement were finalised at COP26 in Glasgow in November 2021.
Kyoto Protocol 2008-2012 & Doha Agreement 2013-2020	The UK government agreed a legally binding targets to reduce greenhouse gas emissions by 12.5 % below the base year (1990) level over the period 2008 – 2012 (Kyoto) and by 20% below a base year of 2005 in the period 2013-2020 (Doha). UK met it's Kyoto targets and is on track to meet Doha targets.
Climate Change Act 2008	Sets the target for greenhouse gas emissions to be cut by at least 34% by 2020, and by at least 80% by 2050, below 1990 levels. The Act introduced five-year carbon budgets as a tool to achieve this target and set up the independent Committee on Climate Change. Act was amended to reach net zero greenhouse gas emissions by 2050.
Carbon Budget Order 2021	Sets the carbon budget for the sixth budgetary period (2033-2037) (the sixth carbon budget) at 965 million tonnes of carbon dioxide equivalent.
Environmental Improvement Plan (HM Government) 2025	Includes 10 Goals and number of commitments for each goal. Relevant Goals and commitments include: Goal 7: Climate Change - reduce greenhouse gas emissions to accelerate to net zero and work to prepare the natural environment for the effects of climate change. Commitments include: Restore approximately 280,000 hectares of peatland in England by 2050;

Plan or Programme	Objectives, Targets or Key Message
	Support the Clean Power 2030 pillar of the government's clean energy superpower mission whilst protecting and enhancing the environment; Goal 8: Reducing environmental hazards - reduce the risk of harm to people, the environment and the economy from natural hazards. Commitments include: Consider whether further reforms to the planning system are required to manage flood risk and coastal change in new developments;
Energy White Paper: Powering our Net Zero Future (HM Government) 2020	Sets out measures to shift from fossil fuels to clean energy, in power, buildings and industry, to meet net zero emissions by 2050 and sixth carbon budget. Commitment to heat network zoning by 2025. Local authorities to work with other stakeholders to identify areas where heat networks are the lowest cost, low carbon solution for decarbonising heat. Within a zone, certain types of building must connect to their local heat network in a given timeframe.
Heat & Buildings Strategy (HM Government) 2021	To meet net zero virtually all heat in buildings will need to be decarbonised. Emphasis is on fabric-first approach. Demonstrates that potential emissions savings from heating UK buildings are most likely to derive from measures to improve thermal performance; then decarbonising public buildings through a combination of energy efficiency and low-carbon heating; then via heat pumps; then energy-related products; then heat networks; then improved energy efficiency and low-carbon heat in new homes and buildings (5%); then via biomethane. Government will take a strategic decision on using hydrogen to heat buildings in 2026. The Strategy also emphasises the importance of associated investment and reinforcement of infrastructure e.g. generation, distribution and storage of energy; and ensure buildings use smart technologies.
Net Zero Strategy: Build Back Greener 2021	Sets out Government's next steps for reducing emissions from each sector of the economy, and using carbon capture to absorb remaining emissions. Sets out a series of policies: - by 2035 the UK will be powered by entirely clean electricity, subject to security of supply;

Plan or Programme	Objectives, Targets or Key Message
	- commitment to more onshore, solar and other renewable generation - deployment of flexibility measures including storage - by 2035, no new gas boilers will be sold - funding for heat pump technologies - launching a hydrogen village trial to inform a decision on the role of hydrogen in the heating system by 2026 - Zero emission vehicle mandate to deliver on 2030 commitment to end the sale of new petrol and diesel cars, and 2035 commitment that all cars must be fully zero emissions capable - Funding for EV infrastructure with focus on local on-street residential charging - Zero emission HGV technologies, buses and rail as well as infrastructure to support the transition - Funding to enable half of journeys in towns and cities to be cycled or walked by 2030
The Ten Point Plan for a Green Industrial Revolution (HM Government) 2020	Focuses on: accelerating the shift to zero emission vehicles; green public transport, cycling and walking; greener buildings; protecting our natural environment.
National Planning Policy Framework (NPPF) 2026	Policy CC1 Development plans should take a proactive approach to mitigating climate change and supporting the transition to net zero... They should also take a proactive approach to adapting to climate change taking into account the implications of extreme weather and long term climate trends including overheating, wildfires, drought, flood risk, coastal change, water supply, biodiversity and landscapes. They should do this by:

Plan or Programme	Objectives, Targets or Key Message
	a) Proposing development patterns through their spatial strategy and allocations which: i) Can help contribute to radical reductions in greenhouse gas emissions...; and ii) Avoid increased vulnerability and improve resilience to the effects of climate change... b) Addressing any specific risks from climate change in their proposed allocations for development and necessary adaptations... c) Settling local water efficiency standards where justified; d) identifying opportunities for green infrastructure provision and nature based solutions which can safeguard and improve carbon storage, support nature recovery and resilience and which take account of Local Nature Recovery Strategies. Policy W1 2) The development plan should... b) Making provision which is required for new or enhanced renewable and low carbon energy development... c) Setting out any measures to avoid constraints on the operation or future expansion of renewable and low carbon energy development... Policy W2 1) The development plan should support the transition to clean power by planning positively for the increased supply and use of renewable and low carbon energy and electricity network infrastructure...by identifying; a) Areas which are suitable for renewable and low carbon energy development... b) Opportunities for development to draw its heat or energy supply from decentralised networks... Policy TR1

Plan or Programme	Objectives, Targets or Key Message
	1b) Locating proposed development where it can support sustainable patterns of movement and make effective use of existing or proposed transport infrastructure... Policy F2 Development plans should take a risk based approach when identifying locations for development taking into account all sources of flood risk and the current and future impacts of climate change...
Planning Practice Guidance (PPG) Climate Change 2019	Para 001 - effective spatial planning is an important part of a successful response to climate change as it can influence the emission of greenhouse gases. In doing so, local planning authorities should ensure that protecting the local environment is properly considered alongside the broader issues of protecting the global environment. Para 004 - When preparing Local Plans and taking planning decisions local planning authorities should pay particular attention to integrating adaptation and mitigation approaches...
Planning Practice Guidance (PPG) Renewable and Low Carbon Energy 2023	Para 001 - Planning has an important role in the delivery of new renewable and low carbon energy infrastructure in locations where the local environmental impact is acceptable. Para 003 - When drawing up a Local Plan local planning authorities should first consider what the local potential is for renewable and low carbon energy generation. Para 004 - Community initiatives are likely to play an increasingly important role and should be encouraged as a way of providing positive local benefit from renewable energy development.
Surrey Climate Change Strategy (SCC) 2024	Sets a number of targets and actions including: 60% emissions reduction in transport sector by 2035;

Plan or Programme	Objectives, Targets or Key Message
	15% of energy from solar photovoltaic by 2032 66% emissions reduction in domestic housing sector by 2035; 61% emissions reduction across commercial & public buildings sector by 2035; 56% emissions reduction across industry by 2035. 1.2m trees planted by 2030
Greener Futures Climate Change Delivery Plan 2021-2025 (SCC)	Reduce carbon emissions by 1.3m – 2.8m tonnes (20%-40%) from 2018 levels. Contribute to decarbonisation of electricity grid by increasing capacity of renewable energy by 1,244MW of low carbon electricity. Local Authority Actions to include: Roll out EV charge point infrastructure. Embed natural capital and land use opportunities designed to sequester increased carbon emissions into all appropriate infrastructure and development schemes...
Surrey Local Transport Plan 4 (LTP4) (SCC) 2022	Aim is to reduce carbon emissions to ensure Surrey is on track to be net zero emissions by 2050, whilst creating thriving communities with clean air, excellent health, wellbeing and quality of life. The key policies include prioritising walking and cycling to improve health, working with operators to improve journeys on public and shared transport, promoting zero emission vehicles and planning local neighbourhoods to reduce the number and length of car trips.
Runnymede Corporate Business Plan: Climate Change Strategy 2022-2030	Vision includes: To support the international climate change response to limit global warming to a 1.5 degrees centigrade temperature increase while simultaneously delivering a prosperous, caring, healthier borough where people are valued and cared for and where strong communities pull together; To place Climate Change and environmental sustainability at the core of all of our decisions.

Plan or Programme	Objectives, Targets or Key Message
	Missions include: To align climate change actions and environmental improvements with economic gain; To promote the principles of the circular economy (take, make, use, repair, reuse) and decouple from the linear economy (take, make, use, throw) to minimise Carbon emissions and waste, reduce environmental damage and increase biodiversity and health.
Material Assets	
Summary of the Local Plan's (LP) relationship to material assets The new Local Plan, as far as it is able to do so and without repeating national development management policies, should retain, strengthen and/or implement policies to prioritise. affordable housing and housing for different groups of the population and the infrastructure to support development across the Runnymede area. The SA should include objectives assessing the need to promote the provision of affordable and other types of housing and infrastructure delivery.	
National Planning Policy Framework (NPPF) 2026	Policy PM2 1b) Setting out a spatial strategy, policies for the minimum amount of development to be provided, land allocations and broad areas for growth... Policy S1 1a) Seek to meet the development needs of their area as a minimum Policy HO2 2) Where a spatial development strategy is not in place, local plans should establish the housing requirement figure and pitch and plot requirements for their area...

Plan or Programme	Objectives, Targets or Key Message
	Policy HO4 – The development plan should, where appropriate, identify suitable locations for strategic sites for housing led development... Policy HO5 1a) in relation to affordable housing – setting requirements for the type and mix of affordable housing Policy W1 2a) The development plan should reflect this at the most appropriate level by: Making provision for development which is required for new or enhanced renewable and low carbon energy development, electricity network infrastructure, water supply, drainage and wastewater infrastructure, whether as part of wider development proposals or as stand-alone developments;
Community Vision for Surrey in 2030 (SCC) 2018	Ambitions for Place include: Well-connected communities, with effective infrastructure, that grow sustainably.
Surrey Minerals Plan: Core Strategy (2011) Surrey County Council	Vision is: - Exploitation of mineral resources and other mineral development in Surrey should be efficient, environmentally responsible, adequate, as far as possible, to meet the needs of the economy and should not impose significant adverse impacts on the community and this is encompassed in the following: - reducing demand for primary minerals by encouraging efficient use of resources and recycled materials, where appropriate, in preference to excavating new resources;
Surrey Minerals Plan Primary Aggregates Development Plan Document (SCC) 2011	The document identifies the preferred areas for future primary aggregate extraction for the period 2009-2026. Preferred areas for

Plan or Programme	Objectives, Targets or Key Message
	future aggregate extraction (concreting aggregate) have been listed as Addlestone Quarry Extension (Wey Manor Farm), Milton Park Farm, Egham and Whitehall Farm, Egham.
The Surrey Aggregates Recycling Joint DPD for the Waste and Minerals Plan (SCC) 2013	The document identifies the preferred areas for locating aggregate recycling facilities. Preferred areas are listed as Addlestone Quarry Extension (Wey Manor Farm), Hamm Court Farm, Milton Park Farm, Penton Hook, Lyne Lane, Land adjacent to Trump's Farm, and Martyr's Lane.
Cultural Heritage (including Architectural & Archaeological Heritage)	
Summary of the Local Plan's (LP) relationship to cultural heritage The new Local Plan review, as far as it is able to do so and without repeating national development management policies, should retain, strengthen and/or implement policies/actions to minimise the risks to the historic environment by proactively planning for its protection/enhancement and enjoyment, whether through policies, allocations or design guides/codes. The Local Plan should also include policies/actions to protect/enhance cultural assets and opportunities to improve access to cultural facilities/services. The SA framework should include objectives that relate to heritage and the protection/enhancement of cultural facilities and services and opportunities to improve access to these.	
Planning (Listed Buildings and Conservation Areas) Act 1990	Sets out specific protection for buildings and areas of special architectural or historic interest.
Ancient Monuments and Archaeological Areas Act 1979	Sets out specific protection for monuments of national interest.
Historic Buildings and Ancient Monuments Act 1953	Makes provision for the compilation of a register of gardens and other land (parks and gardens, and battlefields).
Environmental Improvement Plan (HM Government) 2025	Includes 10 Goals and number of commitments for each goal. Relevant Goals and commitments include: Goal 10: Access to nature - ensure inclusive access to nature and protect nature's beauty and heritage. Commitments include: Improve the condition, diversity and character of our landscapes and the condition of the historic environment and heritage features, including designated geological sites and scheduled monuments
National Planning Policy Framework (NPPF) 2026	Policy HE1 1) Development plans should a) identify the heritage assets within the plan area, including those heritage assets at most risk through neglect, decay or other threats, set out the key

Plan or Programme	Objectives, Targets or Key Message
	issues facing them and identify where these assets can be used to support sustainable development b) be informed by a proportional heritage assessment; c) consider the wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring, d) Take opportunities to draw on the contribution which the historic environment can make to the character and quality of development and its context; e) Be supported by a local heritage list Policy HE2 1) To conserve and enhance the significance of conservation areas...development plans should, a) identify opportunities for new development affecting these assets to enhance or better reveal their significance...
Planning Practice Guidance (PPG): Historic Environment 2019	Plan-making bodies should identify specific opportunities within their area for the conservation and enhancement of heritage assets, including their setting.
Landscape/Townscape	
Summary of the Local Plan's (LP) relationship to landscape/townscape The new Local Plan, as far as it is able to do so and without repeating national development management policies, should retain, strengthen and/or implement policies/actions to enhance the built environment and protect/enhance Runnymede's landscapes through high quality design, design guides/codes and masterplans. The Local Plan should seek opportunities to create better connections between communities and access to services by active/sustainable travel and plan for the regeneration of areas/centres and the public realm. Policies/actions should also seek to protect/enhance and provide new opportunities for green/blue infrastructure assets and connections. The SA should include objectives which assess the need to protect/enhance Runnymede's townscapes and landscapes, opportunities for improving connectivity by active/sustainable travel and opportunities to protect/enhance/provide green/blue infrastructure.	
European Landscape Convention (EC) 2000	Promotes the protection, management and planning of European landscapes and organises European co-operation on landscape

Plan or Programme	Objectives, Targets or Key Message
	issues. Open for signature by member states as well as European non-member states. Requires landscape to be integrated into regional and town planning policies and in cultural, environmental, agricultural, social and economic policies, as well as any other policies with possible direct or indirect impacts on landscape.
Environmental Improvement Plan (HM Government) 2025	Includes 10 Goals and number of commitments for each goal. Relevant Goals and commitments include: Goal 10: Access to nature - ensure inclusive access to nature and protect nature's beauty and heritage. Commitments include: Improve the condition, diversity and character of our landscapes and the condition of the historic environment and heritage features, including designated geological sites and scheduled monuments
National Planning Policy Framework (NPPF) 2026	Policy L1 To support the effective and efficient use of land the development plan should, at the most appropriate level: a. Identify ways of accommodating as much as possible of the identified need for development in the area on previously developed land; b. Contain policies and where appropriate, masterplans to optimise the use of allocated sites through: Policy DP1 Development plans should, set out clear design expectations... Policy N1 1a) Set out the hierarchy of international, national and locally designated sites and areas of importance for their landscape, geodiversity or biodiversity value

Plan or Programme	Objectives, Targets or Key Message
	1b) Identify opportunities for the conservation, enhancement and recovery of landscapes...
Planning Practice Guidance: Healthy & Safe Communities (2022)	Plan-making can play a crucial role in estate regeneration by setting a strategic vision and framework and establishing the principles to inform development early in the process.
Economy & Employment	
Summary of the Local Plan's (LP) relationship to economy & employment The new Local Plan, as far as it is able to do so and without repeating national development management policies, should retain, strengthen and/or implement policies/actions which promote economic growth and development including for specific sectors/clusters and SMEs as appropriate. The Local Plan should seek to improve the quality and offer of the towns through regeneration and ensure delivery of jobs and skills through employment development, protect Runnymede's most important/strategic areas of employment and promote tourism. The Local Plan should also ensure development is supported by the infrastructure needed to support economic development. The SA should include objectives which assess the impact (both positively and negatively) on economic activity, regeneration of the towns and tourism.	
Invest 2035: The UK's Modern Industrial Strategy (Department for Business & Trade) 2024 (Green Paper)	Primary objective is to drive growth, by taking advantage of the UK's unique strengths and untapped potential, enabling the UK's world-leading sectors to adapt and grow, and seizing opportunities to lead in new sectors, with high-quality, well-paid jobs. It will shape the type of growth being pursued. The government will also seek to support net zero, regional growth, and economic security and resilience. The industrial strategy will focus on the sectors which offer the highest growth opportunity for the economy and business. Eight growth-driving sectors have been identified: advanced manufacturing clean energy industries creative industries defence

Plan or Programme	Objectives, Targets or Key Message
	digital and technologies financial services life sciences professional and business services The regional growth objectives for the industrial strategy will be to: unleash the potential of UK cities and regions, taking into account regional growth when considering growth-driving sectors consider where sectors and relevant capabilities are located to identify clusters that can drive growth
The UKs Modern Industrial Strategy (Department for Business & Trade) 2025	Focuses on 8 sectors advanced manufacturing clean energy industries creative industries defence digital and technologies financial services life sciences professional and business services Make it easier and simpler for companies to do business, giving them the stability to make long-term investments. In particular, we will: ... Remove planning barriers and give our backing to transformative infrastructure projects... Relevant initiatives include: Drive the growth of our world leading Creative Industries in clusters across the UK;

Plan or Programme	Objectives, Targets or Key Message
	Make the UK one of the world's top three Life Sciences economies through a package of reforms and investment; Become a Clean Energy manufacturing and innovation superpower; Strengthening the resilience of all the IS-8 by supporting the foundational industries and their supply chains...
National Planning Policy Framework (NPPF) 2026	Policy E1 Development plans should: 1a) Set out a clear economic vision and strategy, which takes a positive, proactive and realistic approach to encouraging sustainable economic growth in both urban and rural areas,,, 1c) Allocate sites to implement the economic vision and strategy and meet identified needs over the plan period... This includes, where a need exists or is anticipated, making provision for: i) clusters, networks and sites for knowledge and data-driven, creative or high technology industries; and for new, expanded or upgraded facilities and infrastructure to support the growth of these industries; ii) Freight and logistics operations at a variety of scales and in suitably accessible locations iii) the expansion or modernisation of other businesses of local, regional or national importance Policy TC1 To promote the long-term vitality and viability of town centres, development plans should: a) Be informed by a strategy for town centres in the area, to ensure that the full range of potential needs and opportunities for development is considered, including the scope to accommodate additional floorspace, to broaden the mix of uses beyond main town centre uses (including

Plan or Programme	Objectives, Targets or Key Message
	residential development) where this would not undermine the vitality and viability of a centre, to strengthen or re-introduce markets, to bring vacant sites and premises back into use, and to reduce or expand the boundaries of town centres where appropriate; b) Set out the hierarchy of centres, and any areas within them where specific policies on the nature and scale of development apply; c) Allocate a range of suitable sites in town centres to meet the scale and type of main town centre uses needed over the plan period in these locations, as well as for any complementary uses; e)Where appropriate, set a locally defined floorspace threshold for development proposals outside town centres, above which an impact assessment would be required.
Surrey Economic Growth Strategy 2025-2035 (SCC) 2025	Focuses on five drivers of change: - Education & skills development - Investment in R&D - Entrepreneurship and startups - Emerging technology - Transport & connectivity Vision is to ensure that Surrey continues to retain its position as one of the country's leading high-value and innovative regional economies by increasing productivity (GVA) and delivering wider socio-economic benefits to ensure no one is left behind. Priorities include:

Plan or Programme	Objectives, Targets or Key Message
	Ensuring Surrey's residents can support the workforce and skills demands of Surrey businesses; Creating the right conditions for Surrey businesses to start, grow and thrive; Enabling economic infrastructure to unlock growth through place-based approaches Key areas for action include: Improve road & public transport infrastructure; Fill out existing commercial/industrial space; Ensure employment and commercial land demands are balanced against growing housing targets; Support the increased provision of new and affordable homes;
Surrey's 2050 Place Ambition v2 (Surrey Future) 2023	Vision is for a county of well-functioning and connected places, with healthy communities and a high quality of life. Five priority themes include: Address the climate emergency Improve connectivity both within Surrey and between strategically important hubs Enhance the place offer of Surrey's towns and urban areas (focus for significant development in...Egham) Maximise the benefits of strong collaboration to achieve sustainable development in our key sub-areas (key sub areas include Longcross-Staines-Heathrow corridor) Invest in natural capital and deliver nature recovery :

Plan or Programme	Objectives, Targets or Key Message
	- -
Runnymede Corporate Business Plan: Economic Strategy 2022-2026	Priorities include: Business relocation, expansion, and investment in the Borough; Maintaining competitive advantage through business engagement, strengthening business networking. Developing the vitality and vibrancy of our town centres and growing the tourism and leisure economy; A dynamic workforce for a high-tech, creative economy; Better infrastructure for sustainable growth; Developing a low carbon economy
Transport	
Summary of the Local Plan's (LP) relationship to transport The new Local Plan, as far as it is able to do so and without repeating national development management policies, should retain, strengthen and/or include policies/actions which reduce the need to travel by car, seek opportunities to improve access to and connectivity with services/facilities/employment by active/sustainable modes of travel and transport hubs. The Local Plan should also include policies/actions which seeks delivery of transport infrastructure, EV charging points and other innovative technologies where appropriate and set parking standards. The SA should include objectives which assess reducing the need to travel by car, opportunities for improving access to and connectivity by active/sustainable travel to services/facilities/employment and opportunities for transport infrastructure and EV charging and maintaining/improving air quality and reducing carbon emissions.	
Better Connected: a strategy for integrated transport (DfT) 2026	Vision is: Transport will work well for people; it will be safe, reliable, affordable and accessible so they can get on in life and make the journeys they need to easily. Principles and priorities include: Use transport to create better connected places; Provide safe and dependable journeys

Plan or Programme	Objectives, Targets or Key Message
	Make travel accessible and affordable Create healthier communities Align transport and development
The Ten Point Plan for a Green Industrial Revolution (HM Government) 2020	Focuses on: accelerating the shift to zero emission vehicles; green public transport, cycling and walking; Investing £1.3 billion in charging infrastructure to accelerate the mass adoption of electric vehicles (EVs) ahead of ending the sale of new petrol and diesel cars by 2030;
Gear Change: A Bold Vision for Cycling & Walking (DfT) 2020	Vision - England will be a great walking and cycling nation. Places will be truly walkable. A travel revolution in our streets, towns and communities will have made cycling a mass form of transit. Cycling and walking will be the natural first choice for many journeys with half of all journeys in towns and cities being cycled or walked by 2030. Strategic Priorities: Accelerating modal shift to public and active transport; ... we need to ensure active travel is embedded in wider policy making and want to encourage and empower local authorities to take bold decisions.
Decarbonising Transport: A Better Greener Britain (DfT) 2021	We will deliver a world class cycling and walking network in England by 2040. We will embed transport decarbonisation principles in spatial planning and across transport policymaking.
National Planning Policy Framework (NPPF) 2026	Policy TR1 1) Sustainable transport should be considered from the earliest stages of plan-making, so that it is reflected in the vision for the plan area and its specific proposals, and forms an integral part of a plan's strategy for creating well-designed, sustainable, inclusive and popular places

Plan or Programme	Objectives, Targets or Key Message
	1b) Locating proposed development where it can support sustainable patterns of movement and make effective use of existing or proposed transport infrastructure... 1c) Supporting an appropriate mix of uses across the plan area, and within strategic sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities; 1d) Identifying and protecting sites and routes which will widen transport choice and are essential to facilitate sustainable development, including networks for walking, wheeling and cycling, and public transport infrastructure; 1e) Providing for any transport facilities that need to be located in the area, or for their necessary expansion or adaptation, and the infrastructure and wider development required to support them...In doing so plan-makers should consider whether such development is likely to be a nationally significant infrastructure project (NSIP)... Policy TR2 Development plans should set local parking standards for residential and non-residential development, across the plan area or for specific sites or sub-areas, in a way which aligns with the transport vision for the plan and opportunities to promote sustainable transport.
Transport Strategy for the South East (Transport for the South East) 2025	Our vision is for the South East to offer the highest quality of life for all and be a global leader in achieving sustainable, net zero carbon growth. Strategic Connectivity Mission - We will boost connectivity in the South East by enhancing strategic regional corridors to ensure all communities and businesses have access to high-quality,

Plan or Programme	Objectives, Targets or Key Message
	convenient and resilient transport links and key services, for people and goods. Long term priorities include: Developing new rail connections to international gateways, including links to Heathrow and Gatwick. Sustainable Growth Mission - We will champion transport interventions that unlock investment opportunities, enable sustainable growth, and create healthy, vibrant, and well-connected communities. Priorities include: Embedding walking and cycling infrastructure into new developments and local plans.
Surrey Heath & Wellbeing Strategy (Surrey Health & Wellbeing Board) 2026	Priority 3: Supporting those of all ages (babies, children, young people, adults and older adults) in the Priority Populations to reach their potential by addressing the wider determinants of health. Outcomes include: The benefits of healthy environments are valued and maximised (including through transport, land use planning and responses to a changing climate)
Community Vision for Surrey in 2030 (SCC) 2018	Ambitions for Place include: Journeys across the county are easier, more predictable and safer;
Surrey's 2050 Place Ambition v2 (Surrey Future) 2023	Strategic priorities include: Priority Theme 2 - Improve connectivity both within Surrey and between strategically important hubs – continue to review infrastructure priorities to: Ensure that investment in strategic infrastructure is focused in areas where it can unlock development opportunities and/or support better connectivity between Surrey's main economic

Plan or Programme	Objectives, Targets or Key Message
	centres and key hubs, and between Surrey and other key destinations within the Wider South East and nationally. Build on existing measures and develop new measures that align with the "avoid, shift, improve" approach of LTP4. Improve rail connectivity between Surrey's main towns and other key economic centres by securing investment in... Southern Rail access from Heathrow Airport to Surrey and beyond; Focus on improving stations within Surrey... Develop stations by improving access to them by public transport and active modes and enhance overall quality of services; Enhance the quality of bus services through investing in infrastructure to allow faster journeys by bus, improving the coverage of the network, providing more coordinated bus services which integrate with other transport modes and improving service frequencies, reliability, fares and customer experience. Increase walking/cycling uptake through implementing Local Cycling and Walking Infrastructure Plans (LCWIPs) across Surrey to link urban and rural built-up areas and public transport connections. Priority Theme 4 -Maximise the benefits of strong collaboration to achieve sustainable development in our key sub-areas Focus investment, such as in infrastructure, to unlock sites and improve movement and connectivity between key hubs and along strategic movement corridors.
Surrey Local Transport Plan 4 (LTP4) 2022-2032 (SCC)	Vision A future-ready transport system that allows Surrey to lead the UK in achieving a low-carbon, economically prosperous, healthy and inclusive county with excellent quality of life for all residents, whilst seeking to enhance the built and natural environments. Objectives include: To rapidly reduce carbon emissions, ensuring Surrey is on track for net zero emissions by 2050;

Plan or Programme	Objectives, Targets or Key Message
	To support Surrey's growth ambitions and enable businesses and people to prosper sustainably; To provide well connected communities that encourage social mobility and ensure no-one is left behind; To create thriving communities with clean air, with excellent health, wellbeing and quality of life. Policy Area – Planning for Place Measures include: Establish 'liveable neighbourhoods' Develop a Surrey street family framework Ensure that new development is focussed around sustainable mobility options Policy Area – Active Travel/Personal Mobility New, extended and improved routes Supporting facilities Measures to encourage change on longer journey Policy Area – Public/Shared Transport Improving, integrating and simplifying services Improving journey time reliability Improving accessibility and safety Policy Area – Efficient Network Management Targeted capacity improvements
Bus Service Improvement Plan for Surrey (SCC) 2024	Vision: We want buses to be the first choice of transport for people living and working in Surrey. We want to be seen as a leader in investing in bus services and infrastructure, with better and more comprehensive bus services, high quality supporting infrastructure

Plan or Programme	Objectives, Targets or Key Message
	for passengers, more bus priority measures, more real time information and many more zero emission buses... Priorities include expanding the Surrey Connect DDRT network within northwest Surrey from 2024 and completion of northwest Surrey bus priority programme by 2027/28.
The Surrey Rail Strategy (SCC) 2021	Strategic aims include: - Achieving transport decarbonisation - Responding to change in the rail sector - Encouraging good growth and a sustainable economy - Increasing access for all - Developing an attractive, high quality rail network
Rights of Way Improvement Plan for Surrey (SCC) 2025-2035	Objectives include: ...the network is as accessible as possible to as many people as possible, regardless of their physical mobility, disability, ethnicity, age, income or other factors... To ensure that development does not impact negatively on public rights of way or their users; that they are protected and any impacts on them are appropriately mitigated.
Waste	
Summary of the Local Plan's (LP) relationship to waste The new Local Plan, as far as it is able to do so and without repeating national development management policies, should retain, strengthen and/or include policies which seek to reduce further the amount of waste generated and to increase the use of recycled or recovered materials in the maintenance or construction of urban developments and supporting infrastructure. The Local Plan should also include policies which seeks to ensure space within development for waste storage. The SA should include objectives which assess the need to reduce resources and emphasise waste prevention/re-use/recycling in construction/demolition.	

Plan or Programme	Objectives, Targets or Key Message
Waste Management Plan for England (DEFRA) 2021	The United Kingdom is committed to meeting its target of recovering at least 70% by weight of non-hazardous construction and demolition (C&D) waste by 2020.
Environmental Improvement Plan (HM Government) 2025	Includes 10 Goals and number of commitments for each goal. Relevant Goals and commitments include: Goal 5: Waste - minimise waste by designing it out of the system, reusing and recycling materials wherever possible. Commitments include: Ensure that by December 2030 the total mass of: residual waste excluding major mineral waste in the most recent full calendar year does not exceed 437kg per capita; residual waste excluding major mineral waste in the most recent full calendar year does not exceed 25.5 million tonnes; residual municipal waste in the most recent full calendar year does not exceed 333kg per capita; the total mass of residual municipal food waste in the most recent full calendar year does not exceed 64kg per capita; residual municipal plastic waste in the most recent full calendar year does not exceed 42kg per capita; residual municipal paper and card waste in the most recent full calendar year does not exceed 74kg per capita; residual municipal metal waste in the most recent full calendar year does not exceed 10kg per capita; residual municipal glass waste in the most recent full calendar year does not exceed 7kg per capita.
National Planning Policy for Waste 2014	Positive planning plays a pivotal role in delivering this country's waste ambitions through: delivery of sustainable development and resource efficiency, including provision of modern infrastructure, local employment opportunities and wider climate change benefits, by driving waste management up the waste hierarchy;

Plan or Programme	Objectives, Targets or Key Message
	helping to secure the re-use, recovery or disposal of waste without endangering human health and without harming the environment; ensuring the design and layout of new residential and commercial development and other infrastructure (such as safe and reliable transport links) complements sustainable waste management, including the provision of appropriate storage and segregation facilities to facilitate high quality collections of waste.
Planning Practice Guidance (PPG): Waste 2015	Para 009 - Driving waste up the Waste Hierarchy is an integral part of the National waste management plan for England and national planning policy for waste.
Surrey Waste Plan (SCC) 2020	Vision To enable sufficient waste management capacity to support Surrey's nationally important economy. To develop the circular economy in Surrey where residents and businesses produce less waste and treat more waste as a resource by re-use, recycling and recovery... Objectives include: To encourage development which supports sustainable waste management at least in line with national targets for recycling, recovery and composting; Policy 4 seeks to limit waste during construction, demolition and excavation phases of development to a minimum and maximise opportunities for re-use and recycling of construction, demolition and excavation waste. Allocates a site at Trumps Farm, Longcross for an MRF.
Runnymede Corporate Business Plan: Climate Change Strategy 2022-2026	Missions include: To promote the principles of the circular economy (take, make, use, repair, reuse) and decouple from the linear economy (take, make, use, throw) to minimise Carbon emissions and waste, reduce environmental damage and increase biodiversity and health.

Appendix B

Baseline Information

Biodiversity (including Flora & Fauna) & Green/Blue Infrastructure

Table B1 – List of Designated Sites in Runnymede

Site Name	LNR	SNCI	NNR	SSSI	SAC	SPA	Ramsar
Abbey Lake Complex		✓					
Addlestone Bourne at Birch & Hoyt Wood		✓					
Basingstoke Canal				✓			
Basingstoke Canal, Scotland Bridge to River Wey		✓					
Birch Wood & Hoyt Wood		✓					
Chertsey Bourne at Abbey Lake Complex		✓					
Chertsey Bourne at Chertsey Meadows		✓					
Chertsey Meadows	✓	✓					
Chertsey Water Works - Well Field		✓					
Chobham Common			✓	✓	✓	✓	
Fan Grove		✓					
Hall's Farm Wood & Grassland		✓					
Hardwick Court Farm Fields		✓					
Knowle Grove		✓					
Laleham Burway Golf Course		✓					
Langham Pond				✓			
Longcross Churchyard		✓					
Monk's Walk North & West (incl. M3 Exchange Land)		✓					
Pannells Farm		✓					
Park Wood		✓					
Queenwood Golf Course		✓					
River Thames - Runnymede		✓					
River Wey - Runnymede		✓					
Riverside Walk, The Bourne	✓	✓					
Runnymede (including Cooper's Hill & Cooper's Hill Slopes)		✓					
Simplemarsh Farm		✓					
Spinney Wood		✓					
The Dell - Ancient Woodland		✓					
The Moat, Woodcock Farm		✓					
Thorpe Hay Meadow				✓			
Thorpe No.1 Gravel Pit				✓		✓	✓
Trumps Mill		✓					
Wentworth Golf Courses - West Wood		✓					

Site Name	LNR	SNCI	NNR	SSSI	SAC	SPA	Ramsar
Wentworth Golf Courses - Duke's Copse & Wentworth Pond		✓					
Wentworth Golf Courses - Fish Ponds Wood		✓					
Wentworth Golf Courses - Knowle Hill		✓					
Wentworth Golf Courses - Valley Wood (inc. Great Wood)		✓					
Wey Navigation (including Addlestone Mill Pond)		✓					
Windsor Forest				✓	✓		
Windsor Great Park (combined)		✓					
Woburn Park Stream		✓					

Table B2: List of Species Identified within BOAs and their Status⁷⁶ in Surrey (Thames Valley BOA)

Type	Species	Surrey Status	England/UK/EU Red List Species
Plants	Chamomile	Local, declining	✓
	Glandular Eyebright	Rare, declining	✓
	Greater water-parsnip	Very rare, declining	✓
	Marsh stitchwort	Very rare, declining	✓
	Tubular water-dropwort	Rare, declining	✓
Fungi/Lichens	Bearded tooth	Rare	
	Berkeley's earthstar*	Long extinct	✓
	Bitter tooth	Very rare	✓
	Coral tooth	Very rare	✓
	Frogbit smut	Very rare	✓
	Fused tooth	Rare	
	Grey tooth	Rare	
	Mealy tooth	Rare	✓
	Oak polypore	Rare	
	Ridged tooth	Rare	
	Scaly tooth	Very rare	
	Velvet tooth	Rare	
	Weathered earthstar*	Long extinct	✓
	Woolly rosette*	Long extinct	✓
	Woolly tooth	Extinct	
	Zoned rosette	Rare	
	Zoned tooth	Rare	
	Caloplaca flavorubescens* (L)	Long extinct	✓
	Pyrenula nitida* (L)	Very rare, declining	✓

⁷⁶ Species status is taken from The State of Nature (2017). See reference in footnote 9.

Type	Species	Surrey Status	England/UK/EU Red List Species
Invertebrates	Small heath	Locally common, stable	✓
	White-letter hairstreak	Local, declining	✓
	Clay fan-foot	Rare	
	False mocha	Rare	
	Heart moth	Rare-local, declining	
	Queen's executioner (a beetle)	Long extinct	
	Stag beetle	Locally common	
	Tansy leaf-beetle	Extinct	✓
	White spotted pinion	Extinct	
Birds	Bullfinch	Local, stable-recovering	
	Bittern	Long extinct	
	Cornbunting	Extinct	✓
	Cuckoo	Local, declining	✓
	Dunnoch	Common resident	
	Grasshopper warbler*	Extinct	✓
	Lesser spotted woodpecker	Rare, declining	✓
	Linnet	Local, declining	✓
	Lapwing	Local breeder, declining	✓
	Skylark	Locally common, declining	✓
	Song thrush	Common resident	✓
	Spotted flycatcher	Local, declining	✓
	Reed bunting	Local, stable-recovering	
	Tree pipit	Local, declining	✓
	Yellow wagtail*	Extinct	✓
Reptiles	Adder	Local, declining	

Type	Species	Surrey Status	England/UK/EU Red List Species
	Common lizard	Locally common, declining	
	Grass snake	Locally common	
	Slow-worm	Common, declining	
Amphibians	Common toad	Common, declining	
	Great crested newt	Local, declining	
Fish	Brown trout	Rare, declining	
	European Eel	Local, declining	✓
Mammals	Brown long-eared bat	Common, declining	
	Harvest mouse	Local, declining	
	Hedgehog	Locally common, declining	
	Noctule bat	Local, declining	
	Otter	Very rare, formerly extinct, re-colonising	
	Soprano pipistrelle bat	Common, increasing	
	Water vole*	Extinct	

*probably extinct in Surrey

Table B3: List of Species Identified within BOAs and their Status in Surrey (Thames Basin Heaths BOA)

Type	Species	Status	England/UK/EU Red List Species
Plant	Basil thyme*	Very rare, declining	✓
	Chamomile*	Local, declining	✓
	Deptford pink*	Very rare, declining	✓
	Glandular eyebright	Rare, declining	✓
	Lesser butterfly-orchid*	Very rare, declining	✓
	Marsh clubmoss	Rare, declining	✓
	Rusty fork-moss*	Extinct	✓
	Three-lobed crowfoot	Very rare, declining	✓
	Yellow bird's-nest*	Rare, declining	✓
Fungi/Lichens	Berkeley's earthstar*	Long extinct	✓
	Weathered earthstar*	Long extinct	✓
Invertebrates	Grayling	Local, declining	✓
	Silver-studded blue	Local, declining	✓
	Small heath	Locally common, stable	✓
	Goat moth	Rare	
	Shoulder-striped clover (a moth)	Very rare	
	Blue pepper-pot beetle	Rare, declining	✓
	Heath shortspur (a beetle)	Very rare	✓
	Red barbed ant*	Extinct	
	Shining guest ant	-	
	Erratic ant*	Rare, declining	
	Long-horned mining bee*	Rare, declining	
	Tormentil mining bee	Very rare, declining	
	5-banded tailed digger wasp	Very rare	
	Bloody spider-hunting wasp*	Very rare	

Type	Species	Status	England/UK/EU Red List Species
	Black-headed mason wasp*	Rare, increasing	
	Mottled bee-fly	Local	
	Serrated tongue-spider*	Extinct	✓
	Small mesh- weaver* (a spider)	Extinct	
	Silky gallows-spider	Rare, declining	
	Heath grasper* (a spider)	Rare, declining	
	Peus's long-back spider*	Local	
	Sedge jumper (a spider)	Local, declining	
	Swamp look-out spider	Rare, declining	
	Triangle hammock-spider*	Rare, declining	
	Window-winged sedge (a caddis-fly)	Rare, declining	✓
	White Admiral	Local, declining	✓
	White-letter hairstreak	Local, declining	✓
	Forester moth	Rare	
	New Forest mud beetle*	Extinct	✓
	Scarlet malachite beetle	Very rare, declining	✓
	Skeetle (a camphor) beetle*	Extinct	
	Chrysis fulgida (a ruby-tailed wasp)*	Very rare	
	Gentle groove-head spider*	Rare	✓
Birds	Bullfinch	Local, stable-recovering	
	Cuckoo	Local, declining	✓
	Dunnock	Common resident	
	Grasshopper warbler*	Extinct	✓
	Lesser redpoll*	Very rare, declining	✓
	Lesser spotted woodpecker	Rare, declining	✓
	Lapwing	Local breeder, declining	✓
	Linnet	Local, declining	✓

Type	Species	Status	England/UK/EU Red List Species
	Marsh tit	Local, declining	✓
	Nightjar	Local, increasing	
	Skylark	Locally common, declining	✓
	Song thrush	Common resident	✓
	Spotted flycatcher	Local, declining	✓
	Reed bunting	Local, stable-recovering	
	Tree pipit	Local, declining	✓
	Willow tit*	Extinct	✓
	Woodlark	Local, recovering	
Reptiles	Adder	Local, declining	
	Common lizard	Locally common, declining	
	Grass snake	Locally common	
	Slow-worm	Common, declining	
	Sand lizard	Rare and re-introduced	
	Smooth snake	Very rare and re-introduced	
Amphibians	Common toad	Common, declining	
	Great crested newt	Local, declining	
Mammals	Brown long-eared bat	Common, declining	
	Harvest mouse	Local, declining	
	Hedgehog	Locally common, declining	
	Noctule bat	Local, declining	
	Soprano pipistrelle bat	Common, increasing	
	Water vole*	Extinct	

*probably extinct in Surrey

Table B3: Condition Status of Waterbody Units in/adjacent Runnymede

Unit	Location	Ecological Condition					
		2013	2014	2015	2016	2019	2022
Addlestone Bourne (West End to Hale/Mill Bourne)	Starts at Chobham Rides running to Fairoaks Airport	Moderate	Moderate	Moderate	Moderate	Moderate	Moderate
Hale/Mill Bourne (Bagshot to Addlestone Bourne)	Starts at South Ascot running to Fairoaks Airport	Moderate	Moderate	Moderate	Moderate	Moderate	Moderate
Addlestone Bourne (Mill/Hale to Chertsey Bourne)	Fairoaks Airport to The Bourne at St Georges College, Addlestone	Good	Moderate	Moderate	Moderate	Moderate	Moderate
Chertsey Bourne (Ascot to Virginia Water)	Starts at Cheapside, Ascot running to Virginia Water Lake	Moderate	Moderate	Poor	Poor	Poor	Good
Chertsey Bourne (Sunningdale to Virginia Water)	Starts in South Ascot running to Virginia Water Lake	Poor	Poor	Poor	Poor	Poor	Poor
Virginia Water Lake	Lake at Virginia Water	Poor	Poor	Poor	Poor	Poor	Poor
Chertsey Bourne (Virginia Water to Chertsey)	From Virginia Water Lake to Staines Road, Chertsey	Moderate	Moderate	Moderate	Moderate	Moderate	No Data
The Moat at Egham	Starts in Stroude running to Staines Road, Chertsey	Moderate	Poor	Poor	Poor	Poor	No Data
Chertsey Bourne (Chertsey to River Thames)	From Staines Road, Chertsey to River Thames at Weybridge	Moderate	Moderate	Moderate	Poor	Poor	Poor
Thorpe Park Lakes	Lakes at Thorpe	Moderate	Moderate	Moderate	Moderate	Poor	Poor
Wey Navigation	From Pyrford to Weybridge	Moderate	Moderate	Moderate	Moderate	Moderate	Moderate
Thames (Cookham to Egham)	Runs from Cookham to Staines Bridge	Moderate	Moderate	Moderate	Moderate	Moderate	Moderate
Thames (Egham to Teddington)	From Staines Bridge to Teddington	Moderate	Poor	Poor	Poor	Poor	Poor

Table B4 – Quantity Status of Thames Groundwater Units in Runnymede

Groundwater Unit	Location	Overall Status				
		2013	2014	2015	2016	2019
Chobham Bagshot Beds	Covers the area around Bracknell, Ascot, Virginia Water, Chertsey, Esher, Cobham & Woking	Good	Good	Good	Good	Poor
Lower Thames Gravels	Covers the area around Slough, Windsor, Egham, Uxbridge, Teddington	Good	Good	Good	Good	Poor

Table B5 – NO₂ Diffusion Tube Air Quality Monitoring

Location	Site ID	Year							
		2016	2017	2018	2019	2020	2021	2022	
Civic Centre, Station Rd, Addlestone	RY1	35.9	29.8	29.1	30.8	24.3	27.4	24.5	
Riverside, Pitson Close, Addlestone	RY4	22.7	17.8	20.2	19.4	14.8	15	13.4	
Ongar Place First School, Addlestone	RY8	24	20.5	22.5	20.5	17.4	18.2	16.2	
1 High Street, Addlestone	RY14	45.6	48.7	45.5	48.3	49.2	41	35.5	
78 Woodham Lane, New Haw	RY19	33.7	31.5	32.3	32.1	28.4	26.2	25.3	
London Street/Heriot Road, Chertsey	RY21	35.9	31.5	33.4	34.3	24.7	26.9	24	
37 Bridge Road, Chertsey	RY23	42.5	33.8	47.5	56.4	41.6	37.7	34.6	
1 Pooley Green Road, Egham	RY25	30.6	28.5	33.5	31.6	25.4	22.4	22.5	
19 Vicarage Road, Egham	RY26	44	36.7	36.5	45.7	38.2	36	32.9	
Chobham Lane, Longcross	RY39	25.7	23.9	28.4	26	22.5	20.8	-	
Homewood Park, Stonehill Road	RY40	16.9	16.5	18.1	14.9	12.7	12	12.9	
New Court, Chertsey Road, Addlestone	RY43	35.2	26.7	36.9	38.4	29.4	28.1	26.7	
27/29 Weir Road, Chertsey	RY45	33.3	32.5	36	37.7	39.4	37.9	32.2	
1-22 Wyvern Place, High Street, Addlestone	RY53	41.5	32.2	35.8	40.8	34	31.5	28.8	
23 Brighton Road, Addlestone	RY54	33.4	28.1	29.6	32.4	26.9	26.2	-	
158 Station Road, Addlestone	RY55	34.1	28.7	32.7	34.4	26.3	25.1	22.4	

34/36 Bridge Road, Chertsey	RY56	49.4	43	40.9	46	33.4	39.6	26.1
28 Bridge Road, Chertsey	RY57	30.8	42	30.5	35.3	24.3	22.7	23.5
39 Weir Road, Chertsey	RY58	31.7	34.9	52	43.6	36.7	39.7	37.7
Bus Shelter, Chertsey Road, Addlestone	RY59	34	30.3	34.7	33.8	36.3	26.5	26.2
Renaissance Flats, High Street, Addlestone	RY60	36.3	28.9	33.3	32.9	28.3	25.9	25
Pine Court, Addlestone	RY61	32	30.1	30.1	29.1	23	24.1	18.5
26/28 Brighton Road, Addlestone	RY62	32.7	31.3	32.8	32.1	27.7	29.9	23.8
Garfield Road, Addlestone	RY63	22.5	30.8	21.6	25.5	20.7	20.5	20.5
Hampshire Court, Garfield Road, Addlestone	RY64	25.5	22.4	24.1	26.5	16.5	16.7	-
268 Station Road, Addlestone	RY65	26.1	22.4	26.7	32.2	21.5	28.5	20.9
233 Station Road, Addlestone	RY66	28.7	22.1	26.2	N/A	N/A	N/A	N/A
A320 Roundabout, Ottershaw	RY67	N/A	N/A	N/A	44.2	45.4	35.9	35.6
Addlestonemoor Roundabout	RY68	N/A	N/A	N/A	38	27.8	26.3	-
New Haw Road	RY69	N/A	N/A	N/A	32	26.4	23.1	-
Chertsey Lane, Thorpe	RY70	N/A	N/A	N/A	25.1	19.3	20.4	-
185 Church Road, Egham	RY71	N/A	N/A	N/A	N/A	25.6	24.2	25.3
Albany Place, Egham	RY72	N/A	N/A	N/A	N/A	18.2	20	20.1
Byfleet & New Haw Station	RY73	-	-	-	-	-	29.4	24.2
4 Crockford Park Road	RY75	-	-	-	-	-	-	22.3
Opposite The Chatterings, Green Road, Thorpe	RY76	-	-	-	-	-	-	27.3
Under the M25 Flyover, Egham Roundabout	RY77	-	-	-	-	-	-	25.7
Clockhouse Lane West	RY78	-	-	-	-	-	-	16.2
13 Midway Avenue	RY79	-	-	-	-	-	-	19.3
Weybourne, Addlestone Road	RY80	-	-	-	-	-	-	13.4
1 Addlestone Road	RY81	-	-	-	-	-	-	16.8

Note: Figures in bold indicate exceedance of NO₂ Target of 40µg/m³

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