Runnymede Local Plan EIP
Statement on Behalf of Taylor Wimpey

Matter 3.

November 2018
1. **Introduction**

1.1 This Statement is submitted on behalf of Taylor Wimpey, in relation to land to the north east of Green Lane, Chertsey Bittams, Chertsey. This site is proposed to be allocated (through Policy SD3 and Policy SL14) for residential development. This site is ‘Parcel A’, one of five sites proposed for allocation at Chertsey Bittams, Chertsey (Parcels A – E). This particular Statement addresses Matter 3 and should be read in conjunction with Taylor Wimpey’s previous representations in relation to this site.

1.2 Our client has an option in relation to Parcel A, Chertsey Bittams, Chertsey. Parcel A is located between Green Lane (which forms its south western boundary) and the M25 (which forms its north eastern boundary). A number of residential properties are located along the south western boundary of Parcel A on Green Lane. The Salesian School (a comprehensive school for pupils aged 11 – 18) is located to the north of Parcel A.

1.3 The site is proposed for release from the Green Belt to facilitate its allocation for residential development.

1.4 We provided detailed representations to the Regulation 19 Consultation on the Proposed Submission Local Plan. Accordingly, we do not seek to extensively repeat the analysis set out previously, but provide commentary in relation to the ‘Inspectors Initial Questions’, where appropriate.

1.5 Taylor Wimpey expect that submissions will be made to subsequent sessions of the Runnymede Local Plan Examination regarding this allocation in particular and its component (and interrelated) requirements.

**Matter 3 – Overall Spatial Strategy**

1.6 We note the initial comments of the Inspector, which is to say that this matter deals with the soundness of the overall spatial strategy apart from the justification for review of the Green Belt which will be considered under Matter 4, site specific issues which shall be considered in the Stage 2 Hearings. Our comments are framed accordingly.

*Is the Plan’s overall framework for the roles that will be played by various parts of the Borough in meeting development needs and protecting and, where possible, enhancing the environment sound? In particular:*

*a) Is the broad apportionment of housing, economic and other development to the various centres and locations throughout the Borough consistent with the Plan’s spatial vision and objectives?*

1.7 In relation to housing, it is considered that proposed approach is consistent with spatial vision and objectives of the Plan. The spatial vision seeks to effectively balance the Borough’s “*competing environmental, social and economic pressures by delivering sustainable growth.*” Likewise, it also seeks to protect the general extent of the Green Belt, by facilitating and efficient use of land.
1.8 The Plan’s objectives also seek to facilitate the provision of 7,629 dwellings (509
dwellings per annum), including affordable homes, starter homes and specialist
housing up until 2030. This to be delivered through a new garden village at Longcross,
as well as a number of urban extensions and via the development of previously
developed land. Other objectives include the protection of the Borough’s biodiversity,
habitats and species.

1.9 It will be impossible for the Plan to meet the identified OAN without the release of
Green Belt Land. There are simply too few previously developed sites available for
redevelopment and the quantum of windfall development is expected to be limited.

1.10 The new garden village is expected to provide significant numbers of new dwellings.
However, it is noted that to bring forward a new settlement is a time-consuming and
complex process, and one which is vulnerable to unexpected delays. It is therefore
expected that the lead-in time will be more extensive and protracted than the
trajectory (as set out in the Strategic Land Availability Assessment, 2018) would
suggest. Accordingly, our client anticipates that the garden village will only make a
substantive contribution towards the latter part of the Plan period. This is particularly
the case as the proposed Plan period is of a limited horizon. There is then an
immediate need to bring forward sites at existing settlements to address housing need
in the earlier part of the Plan, but also to distribute the benefits of housing
development to sustainable settlements throughout the Borough.

1.11 The apportionment of the remainder of the dwellings proposed to be delivered is in
accordance with a spatial distribution strategy, which (in turn) derives from an
identified hierarchy of centres (as denoted at paragraphs 5.28 to 5.34 of the Plan). The
selection of proposed allocations also has regard to the capability of a given site to
provide relevant social, economic or environmental benefits that contribute towards
sustainable development.

1.12 Paragraph 5.28 of the Plan explains that “the Local Plan builds on the existing
settlement pattern in the Borough, focusing the largest amounts of residential growth
primarily in Addlestone, Chertsey, Egham and their suburbs.”

1.13 Policy SD2 of the Local Plan (subject to the modifications) distributes 2,179 dwellings to
Chertsey including Chertsey South.

1.14 Our client’s interests are situated on land adjacent to Chertsey Bittams, Chertsey
(Chertsey South).

1.15 The analysis of Parcel A, Chertsey Bittams, Chertsey in the Council’s Site Selection
Methodology and Assessment (Version 2) (May 2017) (document SD_012A) states that
“Site accessibility is generally good to a range of local facilities and service centres
although access to health facilities is low.”

1.16 The analysis undertaken on behalf of Taylor Wimpey indicates that the site is well
located to local facilities in Chertsey Bittams, Chertsey and Addlestone which
collectively provide a significant range of local facilities to provide for the everyday
needs of local residents. Taylor Wimpey envisage that further comments on this the
accessibility of this site will be submitted in response to subsequent Examination
hearing sessions regarding site specific matters. A plan, prepared by i-Transport which indicates the location of this site in relation to local services, facilities and employment locations is contained at Appendix 1 of these representations.

b) Is it based on robust evidence, consistent with national planning policy, and is it deliverable?

1.17 Whilst this is generally a matter for the Council, our client comments only in relation to their specific interests and notes that proposed allocation SL14 (Parcel A, Chertsey Bittams, Chertsey) is regarded as being capable of early delivery early in the Plan period. The site is assessed favourably in the SHLAA and Site Selection Methodology and Assessment. Although the site is to the west of the M25, technical work undertaken on behalf of Taylor Wimpey to inform their own proposals for the site has not indicated that there are any absolute constraints to development. Through the design of the development, the scheme will represent an appropriate response to the air quality and noise issues associated with the M25. A part of the site is at risk of flooding, however the design work indicates that residential development (and the access into the site) will be located outside of this area.

1.18 The initial design work undertaken on behalf of Taylor Wimpey indicates that a minimum of 180 dwellings could be accommodated at the Parcel A site, Chertsey Bittams, Chertsey.

c) Does it take proper account of potential impacts on the natural environment, landscape, flood risk, air quality and other matters and provide for mitigation where necessary?

1.19 The Plan is supported by a range of technical studies included within the submitted evidence base. These include a Strategic Flood Risk Assessment, Green Belt Review documents, Landscape Character Assessment, an Air Quality Modelling Assessment and a Habitats Regulations Assessment. The Plan includes policies which indicate how flood risk, landscape, air quality, ecological and green belt matters shall be considered in relation to the determination of planning applications.

1.20 The Sustainability Appraisal and the Strategic Land Availability Assessment (SLAA), together with the Site Selection Methodology, confirm how the proposed allocations relate to the constraints described. Those sites proposed for allocation are supported by specific policies that further reinforce how site specific constraints are to be considered and addressed.

1.21 Furthermore, in relation to Land at Parcel A, Chertsey Bittams, Chertsey (SL14), we are able to confirm that this site has been promoted with the benefit of a number of technical supporting studies which have informed a Masterplanning Vision document. This Vision document has been submitted as part of earlier representations in support of this site and has been the subject of pre-application discussion with the LPA.

1.22 The site is not subject to any over-riding constraints that would inhibit its development. Relevant technical considerations will be addressed through the technical work submitted as part of a planning application.
d) Have the strategic infrastructure constraints and needs been adequately assessed and is there reasonable confidence that they will be addressed in a timely manner?

1.23 It is noted that improvements to the A320 shall be required as a consequence of the Plan. It is also noted that the Council is also negotiating the contents of a Statement of Common Ground with Highways England, following the preparation of the A320 Corridor Study.
Appendix 1. Accessibility Plan