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1. **Background & Local Context**

1.1 Runnymede is in North West Surrey only twenty miles from Central London, and is strategically located at the junction of the M25 and M3 motorways. It has excellent road and rail connections to the capital and by road to Heathrow Airport. There is good access to the wider South East Region by the motorway network and the Reading – Waterloo and Weybridge – Waterloo railway lines. The South West Region is also easily accessible by motorway and the rail system.

1.2 Runnymede is a small Borough when compared with most of the other Surrey authorities, measuring only eight miles from north to south. Approximately 79% of its area lies within the Metropolitan Green Belt, which makes the area an attractive location to live, work and visit.

1.3 The Green Belt in Runnymede is the first substantial area of open land on the south west edge of the London Metropolitan area. Parts of Runnymede’s Green Belt are used for 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. There are also areas of land that serve as floodplain, and undeveloped areas with significant nature conservation interest.

1.4 Accessibility to London and Heathrow and Gatwick airports by rail and motorway makes Runnymede a highly desirable business location. The Borough has a strong local economic base with many commercial enterprises in the town centres, industrial estates, suburban business areas and business parks.

1.5 In terms of movement of people into and out of the Borough, the 2011 Census Workplace data showed that 21,460 people commuted out of Runnymede on a daily basis, with 30,672 workers commuting into the Borough. This represents a daily net inflow of 9,212 people.

1.6 The population of Runnymede itself is growing. In 2013 ONS records a population of 83,448 in the Borough. Over the period 2001-13 the population grew by approximately 6.8%. Between 2013 and 2033 the population is forecast to grow by 19.9% to 100,088 people.

1.7 In recent years there has been considerable redevelopment and intensification of Runnymede’s mainly low rise lower density housing, together with development and redevelopment of commercial premises in business areas. Historically house building in Runnymede consistently exceeded Structure Plan and South East Plan targets. House prices are on average higher than in the rest of the South East and similar to those in parts of London. The availability of affordable housing to meet local needs remains a key issue in the Borough.

1.8 The Borough also contains a number of nationally and internationally important nature conservation sites including Windsor Forest and Great Park to the north west, which is a Special Area of Conservation and a Special Site of Scientific Interest. The Runnymede Meadows to the north of the Borough is a Site of Nature Conservation Interest. A small part of the Borough on its western side is also within 400 metres of the Thames Basin Heaths Special Protection Area. The Borough contains a number of Suitable Alternative Natural Green Spaces (SANGS) to encourage walkers and dog walkers away from the SPA.
1.9 The Borough also has a number of ancient woodland sites and open spaces covering a number of categories including parks and gardens, allotments and cemeteries and churchyards.

1.10 Watercourses and lakes are a key characteristic of the Borough, with the River Thames forming the northern and eastern boundaries and the Basingstoke Canal forming the south eastern boundary. The rivers Wey, Addlestone Bourne and Chertsey Bourne run through the Addlestone and Chertsey areas of the Borough, and consequently much of the eastern side of the Borough is subject to flood risk. The water courses are all designated in parts as SNCI or SSSI. Recreationally, there are a number of water-based activities available in Runnymede including sailing, water-skiing, wind-surfing, canal and river boating and fishing. The Thorpe Park No. 1 Gravel Pit is a flooded former gravel pit, which is a Site of Special Scientific Interest and a Ramsar site. It forms part of the South West London Water Bodies Special Protection Area (SPA) as it supports many wintering birds including the endangered Gadwall migratory bird population.

1.11 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 Air Forces Memorial), Wentworth Golf Club, Virginia Water Lake, Savill Garden and Windsor Great Park, Chertsey Meads and the site of Chertsey Abbey.

1.12 The Borough has three main towns; Addlestone, Chertsey and Egham. Addlestone is a relatively young centre, which grew with the coming of the railway in the late 19th century. Today the centre contains a mix of commercial and residential uses, with a large superstore at its centre. Addlestone is also the administrative centre of the Borough, containing the Runnymede Civic Centre. The town is currently undergoing regeneration with the Addlestone One scheme, which will deliver a mixed use development including a range of retail units, restaurants, leisure uses including a gym and cinema, and over 200 apartments. Further phases of regeneration in the town will be explored in the forthcoming Runnymede Local Plan 2015-2035.

1.13 Chertsey is an historic town which developed around a Benedictine abbey dating from Saxon times. The Abbey grew to become one of the largest Benedictine abbeys in England, but was dissolved by King Henry VIII in 1537, and no buildings now remain. Notable landmarks include Chertsey Bridge, a road bridge across the River Thames dating from the eighteenth century and now listed Grade II*, and Chertsey Lock, which is about 200 yards upstream of the Bridge, on the river’s left bank. The riverside paths provide opportunities for walking and cycling, and the 170-acre Chertsey Meads LNR is characterised by open meadow adjacent to the river. The site provides grazing, wildlife habitats, fishing, walking and picnic areas.

1.14 Part of Chertsey town was ‘revitalised’ with modern offices and apartments in the 1990s but the central conservation area retains much of its historic character. New town centre development and regeneration will be promoted in Chertsey within the Local Plan. To the south west of Chertsey is St Peters Hospital and the Hillswood Business Park, which are both major employment locations.

1.15 Egham lies near to the historic Runnymede Meadow, which is close to the site of the sealing of the Magna Carta in 1215. Egham has seen significant commercial redevelopment in recent years, both in the town centre and along the Causeway business area, which extends towards Staines-upon-Thames to the north east of the town. Much of this area, known as Egham Hythe, is in the River Thames flood plain. Opportunities for regeneration and redevelopment in Egham will continue.
1.16 The Borough contains a range of local centres. The 2 largest local centres are located at Virginia Water and Woodham/New Haw. Virginia Water is located on the western side of the Borough and benefits from three local shopping parades and a railway station, although has limited office accommodation. The settlement includes the low density residential area of the private Wentworth Estate which was developed by W G Tarrant in the 1930s and which also contains the world famous Wentworth Golf Club. There are further significant residential developments to the south of the settlement and along roads to the north and east. Notable developments include those at Virginia Park which has seen the restoration of the Grade I listed former Holloway Sanatorium, and a similar development at St Ann’s Park. Other higher density residential estates have been built taking advantage of the good rail and bus transport links.

1.17 The new village of Longcross to which this bid relates, would sit just to the south of the Wentworth Estate and to the south west of Virginia Water.

Issues and challenges in Runnymede

1.18 The Council’s draft Corporate Business Plan 2016-2020 sets out strengths and opportunities which exist in Runnymede.

Strengths

- The Borough is within the top 10 per cent of least deprived areas nationally.
- We have a thriving economy with high earnings and low unemployment.
- We have a well-qualified population.
- The Borough is in close proximity to London, Heathrow Airport and the M25, M3 and M4 motorways.
- We have reasonable access to the rest of the country by rail.
- The Borough has some of the best educational establishments in the country.
- The Borough boasts several high profile local attractions such as Thorpe Park, Savill Garden, Wentworth Golf Club, the Magna Carta Memorial, the Air Forces Memorial, Virginia Water Lake, Runnymede Meadows, Runnymede Pleasure Grounds and the River Thames for leisure and commercial use.
- The Borough benefits from a number of historically significant sites including Grade I listed buildings and internationally important nature conservation sites.
- We have areas with high historic value - Runnymede Meadows, Chertsey and Egham.
- We have highly valued parks and open spaces providing a range of play and leisure opportunities.
- The Council’s Safer Runnymede has made a major contribution to a low crime rate and the general public’s perception of safety.
- We have well managed, high quality council housing stock.
- The Council’s Housing department has effectively responded to rising levels of homelessness, re-providing a range of temporary accommodation options, enabling tenants to ‘downsize’ to more suitable housing provision with the private sector and registered providers.
- We have high quality and wide variety of sports and leisure facilities.
- We have articulate and well-organised community groups.
Opportunities

- To formulate a sustainable strategy for growth in the Borough through the Runnymede 2035 Local Plan\(^1\).
- To expand some of our current Council services such as Careline, preventative services, CCTV and community transport.
- To take on extra responsibilities through ‘devolution’ and ‘double devolution’ in return for extra income.
- To create additional revenue streams and place shape through further property acquisition opportunities.
- To bid for strategic funds such as through Local Enterprise Partnerships.
- To develop the Borough’s business base around cyber security through the local Enterprise Zone at Longcross Park, which will also support economic growth.
- Resources for infrastructure can also be raised through the proposed Community Infrastructure Levy.
- We could increase/improve our partnership working to better maximise resources.
- We could potentially reduce the Borough’s ecological footprint through modal shift to walking, cycling and other forms of sustainable transport if we can successfully work with partners to make infrastructure improvements.
- We can help reduce pollution in Air Quality Management Areas.
- We can reduce the risk of flooding to properties through our contribution to the River Thames Scheme.
- Improve areas of open space, for greater use by residents and their children for informal recreation and facilities for sport and play.
- Royal Holloway has an approved masterplan which will enable the university to grow and upgrade the educational offer.

\(^1\) As at July 2016, the Runnymede 2035 Local Plan is currently out to consultation on Issues, Options and Preferred Approaches (IOPA) until 26\(^{th}\) August 2016 (Regulation 18 of Town & County Planning (Local Planning)(England) Regulations 2012). The IOPA document is available at: [https://www.runnymede.gov.uk/localplanconsultation](https://www.runnymede.gov.uk/localplanconsultation)
2. Expression of Interest – Information Required

2.1 This Expression of Interest Application is based on the Application Guidance prepared by the Department for Communities and Local Government (DCLG), as published on the GOV.UK website alongside the Locally-Led Garden Villages, Towns and Cities prospectus in March 2016. As such, the following section addresses how this expression of interest meets the requirements set out in the prospectus and the accompanying Application Guidance.

Project Objectives, Scale and Planning Status

1) Provide a description of the Garden Village project and how it aligns with current government objectives in relation to Locally-Led Garden Villages, as set out in the prospectus. How does the proposed Garden Village fit with strategic growth plans in the Local Area?

2.2 Current government objectives for Garden Villages are that they should have a clear sense of identity, with innovative approaches and solutions to creating places and embed clear garden city principles. Garden villages should also be able to deliver at least 1,500 dwellings, be a free standing settlement and local authority led.

2.3 The following sections of this expression of interest will set out how ‘Longcross Village’ will align to the government’s objectives and principles for garden villages where sufficient information currently exists to enable this. As the Application Process Guidance states, responses to some questions may not be available at this early stage.

2.4 The Garden Village Project is known as ‘Longcross Village’ and is located on the western boundary of Runnymede to the south of the existing settlement of Virginia Water in Surrey. The site forming the village is the former Defence Establishment Research Agency (DERA) site, now in use as film studios and which is a previously or partially previously developed site in the Green Belt. There are two distinct parcels of land which form the former DERA site which are bisected by the M3 motorway.

2.5 The north parcel currently houses a number of buildings in use as a film studio but planning permission has been granted on this site for 79,000sqm of office floorspace, 200 new homes as well as local retail facilities and land for Suitable Accessible Natural Greenspace (SANG) as avoidance for the Thames Basin Heaths Special Protection Area (planning permission RU.13/0856). The permission will also deliver other green infrastructure and community uses. Although, this parcel would not be the focus for this expression of interest, it would nevertheless form part of the village in its entirety and has been identified as an enterprise zone (Longcross Park Enterprise Zone). The north parcel is freestanding from any adjacent settlements. The western most part of the northern parcel falls within the jurisdiction of Surrey Heath Borough Council. Although Runnymede are leading on the Longcross Village EOI bid and eventually delivery of the village itself, Surrey Heath are supporting the bid and will work with Runnymede as has been indicated in their letter of support attached at Appendix 1.

2.6 The southern parcel of land does not have planning permission but is capable of forming a free standing settlement capable of delivering 1,500 new homes. The site has been identified in the latest Runnymede Strategic Housing Land Availability Assessment and together with the enterprise zone in the north parcel would form ‘Longcross Village’. There are a limited number of existing residential properties in Longcross (around 55) which do not fall into the boundary of the former DERA site (south) nevertheless, these too would form part of the village in its entirety.
2.7 In terms of strategic growth plans in the local area, it is important to recognise that growth goes beyond the boundary of Runnymede and also includes the wider north west Surrey area as a whole.

2.8 In terms of Runnymede, the Council are currently consulting on an Issues, Options and Preferred Approaches (IOPA) Local Plan document, until August 26th 2016. The document includes a preferred approach to deliver 300-380 dwellings per annum or 7,200 dwellings over the plan period with the intention to submit to the Secretary of State in Spring 2017. The DERA site is a preferred site for allocation along with a number of other land parcels which would need to be released from the Green Belt and encompassing some 173ha of Green Belt between them. Overall the 1,500 homes envisaged at the DERA site (south) and 200 which already have permission in the north would provide 1,700 in total or around 24% of the plan target. As such, the former DERA site is an important element in delivering growth in Runnymede and the wider area.

2.9 Outside of Runnymede, but within its local vicinity, there are a number of areas or locations identified or potentially identified for further growth. This includes development within Woking town centre and the Sheerwater Regeneration project to the south of Runnymede in Woking Borough (3,000 homes) and the potential for another Garden Village at Fairoaks Airport in the neighbouring authority of Surrey Heath (1500 homes), part of which would fall within the jurisdiction of Runnymede. Surrey Heath Borough Council are leading on the Fairoaks bid and Runnymede have set out their support for this and willingness to work with Surrey Heath to enable delivery of a Locally-Led Garden Village at the Fairoaks site. The letter of support to Surrey Heath can be found at Appendix 2 of this EOI bid document.

2) Provide a high level spatial plan illustrating the ambition for the Garden Village. Include the existing and proposed infrastructure connections; rail stations, road junctions, access roads, power supply, drainage, etc. What is the scale of development? Include: site size, proposed number of homes, schools, employment space, community facilities and green space.

The permission granted on the northern parcel of the former DERA site contains a number of plans which illustrate how part of the village will come forward and the principles which are embedded in the proposed development.

2.11 These plans illustrate aspects such as green infrastructure, landscaping and access (including location of the existing Longcross Rail Station) as well as a land use plan which shows areas of the site which will provide community/retail infrastructure. As stated earlier, the scale of development on this area of the village is 79,000sqm of office floorspace and 200 dwellings over some 35ha. The permission for the northern area also includes up to 6,300sqm of Class A1-A5 uses, up to 600sqm of Class D1 use for childcare facilities, 1,900sqm of D2 use as health & leisure facilities and 35ha for use as Suitable Alternative Natural Greenspace (SANG) as well as a number of green/open spaces and play areas including a village green and local equipped area of play (LEAP). This is shown in plans 2-1 to 2-4 which are also available by searching on the Runnymede search planning applications webpage at http://planning.runnymede.gov.uk/Northgate/PlanningExplorer/GeneralSearch.aspx and entering application number RU.13/0856.

2.12 In terms of the southern area of the village, this is proposed for 1,500 new homes and associated community and green infrastructure over a site size of around 85ha. To

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2 Woking Core Strategy Indicates 2,180 dwellings in Woking Town Centre 2010-2027 and 922 new homes have been granted permission in July 2016 as part of the Sheerwater Regeneration project.
date early masterplanning for the southern area of the DERA site has been undertaken by Barton Willmore and Crest Nicholson in support of bringing the DERA site forward as a new village in Runnymede.

2.13 The southern parcel of the village would be connected to the northern parcel by a shared vehicle/pedestrian bridge over the M3 motorway and as such the southern parcel would have access to the rail station, employment opportunities and community facilities in the north. A Design & Access Statement from 2014 prepared by Crest Nicholson contains a plethora of illustrative plans for the southern parcel of Longcross Village ranging from ecological areas, access to countryside, green and blue infrastructure, access points and junctions, pedestrian/cycle routes, employment, primary school location and community hubs. Whilst the Design and Access statement does not accompany any planning application it does form a starting point in terms of how the southern parcel could be delivered and Garden Village principles embedded.

2.14 The Design and Access Statement also sets out the context for play areas, allotments as well as individual design vignettes for various areas of the southern parcel and how these could be developed as character areas as well as a public art strategy. The statement also sets out the level of public engagement which has taken place to date.

2.15 Whilst there are numerous plans in the Design & Access statement, the illustrative masterplan from this document has been reproduced in this EOI as Plan 2-5. Further and more detailed information which has been included in the Design & Access statement, including a vision for the village, masterplanning, sustainability, environment, transport and phasing can be found on a dedicated website to Longcross Village at http://www.longcrossvillage.info/index.html

2.16 At this moment in time there are no illustrative plans of drainage or of power supply, but these are likely to be developed over time.
Plan 2.2: Longcross North Landscaping Plan
3) Provide a location plan of the Garden Village, showing the site, Local Planning Authority, County Council and LEP boundaries. Is it a free standing new settlement?

2.17 The Location Plan for Longcross Village is set out below in Plan 2-6, along with plans of the Borough, County and LEP boundaries in Plans 2-7 to 2-9. As can be seen from Plan 2-6, the village of Longcross would be a free standing settlement separated from Virginia Water to the north east by the Reading-Waterloo rail line and the M3 motorway with surrounding land largely undeveloped either forming part of the Wentworth Estate to the north, Chobham Common Special Area of Conservation (SAC) and National Nature Reserve (NNR) to the west or undeveloped areas of Green Belt to the east and south.

Plan 2-6: Location of Longcross Village
Plan 2-7: Plan of Local Authority Boundaries with Village Shown

Plan 2-8: Plan of Surrey County Council Boundaries with Village Shown
Plan 2-9: Plan of Enterprise M3 Local Enterprise Partnership Boundary

4) What is the Planning Status of the Site? Please specify which of the following applies to your site:

A) Planning permission granted & development started but stalled
B) Outline planning permission granted but no reserved matters
C) Site Allocated but no planning applications submitted
D) Proposed Allocation in emerging development plan supported by local planning authority/ies
E) Proposed allocation promoted by developer/landowner

2.18 Longcross Village would fall partly into category A and partly into category D. The northern part of the former DERA site has permission for 79,000sqm of employment space and 200 homes, although development is not considered to have stalled and is partly under construction. The south parcel of the village is proposed as an allocation in an emerging development plan supported by the Local Planning Authority.

5) Demonstrate how the proposed settlement meets the principles of well-planned, designed and sustainable Garden Villages. What is innovative and progressive about the Garden Village and what makes it a locally distinctive place? Describe how parks, play areas, community facilities, open spaces and environmental systems will function and help create a sense of place. How will local employment opportunities be created?
2.19 The Town & County Planning Association describe garden cities and their guiding principles as:

A Garden City is a holistically planned new settlement which enhances the natural environment and offers high-quality affordable housing and locally accessible work in beautiful, healthy and sociable communities. The Garden City principles are an indivisible and interlocking framework for their delivery, and include:

• Land value capture for the benefit of the community.

• Strong vision, leadership and community engagement.

• Community ownership of land and long-term stewardship of assets.

• Mixed-tenure homes and housing types that are genuinely affordable.

• A wide range of local jobs in the Garden City within easy commuting distance of homes.

• Beautifully and imaginatively designed homes with gardens, combining the best of town and country to create healthy communities, and including opportunities to grow food.

• Development that enhances the natural environment, providing a comprehensive green infrastructure network and net biodiversity gains, and that uses zero-carbon and energy-positive technology to ensure climate resilience.

• Strong cultural, recreational and shopping facilities in walkable, vibrant, sociable neighbourhoods.

• Integrated and accessible transport systems, with walking, cycling and public transport designed to be the most attractive forms of local transport.

2.20 Some of these principles have already been embedded in the early masterplanning work undertaken by Crest Nicholson for the southern parcel of the village and the planning permission for the northern parcel as well as work that Runnymede has undertaken to date. As stated earlier more information can be found at the website http://www.longcrossvillage.info/index.html however, addressing the principles in turn:
• **Land value capture for the benefit of the community** – This is one area which needs to be explored further between Runnymede, the developer and local community, however, both the northern parcel planning permission and masterplanning for the southern parcel have set out the types of infrastructure which will be delivered within the village, including childcare facilities, health and leisure, a new primary school and local retail facilities as well as a range of sustainable transport options. As such, an element of land value capture will benefit the community through the provision of local services and facilities as well as green infrastructure and open spaces, some of which have already been secured through a S106 agreement in the northern parcel including the SANG to the east of the village.

• **Strong vision, leadership and community engagement** – The illustrative Design and Access statement prepared by Crest Nicholson in 2014 sets out a strong overall vision for the ethos and design of the village which is repeated at [http://www.longcrossvillage.info/index.html](http://www.longcrossvillage.info/index.html) Runnymede Borough Council has also proposed a specific objective in its Issues, Options and Preferred Approaches (IOPA) Local Plan consultation document related to bringing the former DERA site forward as a Garden Village and another objective which recognises the Enterprise Zone on the northern parcel. The Council’s draft Corporate Business Plan also contains an objective to support the development of an Enterprise Zone at Longcross Park. The objectives in the IOPA document are as follows: -

5) **To deliver a garden village at the former Defence Evaluation Research Agency (DERA) site in Longcross which achieves a sustainable community capable of meeting its own day to day service needs and which offers a choice of sustainable travel modes.**

12) **To maintain the economic role of Runnymede in the wider area and sustain economic growth and competitiveness by protecting the most valued employment sites and supporting development of the Borough’s Enterprise Zone at Longcross Park.**

Community engagement is currently being undertaken on the IOPA document including the allocation of the former DERA site to provide a new Garden Village at Longcross. However, the former DERA site has been in the public domain for a number of years when it was considered for development in Policies SP5 and LF6 of the now revoked Regional Strategy, The South East Plan. The now withdrawn Runnymede Core Strategy from 2014 also aimed to allocate the former DERA site for development and this document before its withdrawal had been open to a number of rounds of public consultation.

Further, the Design & Access Statement by Crest Nicholson includes a section on the public engagement and stakeholder consultation they have undertaken for the site. This includes a consultation event with Longcross residents in January 2013 involving group discussions, a presentation to Runnymede Members in February 2013 and Business Partnership in March 2013. An exhibition on the publicly accessible open space to the east of the village at Trumps Farm, including the SANG was held in July 2013 and open to residents of Longcross, Runnymede Members and environmental interest groups.

A further exhibition was held from 28th to 30th November 2013 to inform public and key stakeholder groups. This exhibition was publicised by door-to-door delivery to 9,000 homes and businesses in the local area with news coverage in the local
media. In total 572 residents and stakeholders attended the exhibitions with generally positive comments on the illustrative masterplan, although again some concerns were raised on technical matters.

- **Community ownership of land and long-term stewardship of assets** – This is one aspect of the Longcross Garden Village which would require further consideration, possibly through further engagement with the local community.

- **Mixed-tenure homes and housing types that are genuinely affordable** – The planning permission for the northern parcel of the village has already secured 37 affordable units as 27 for affordable rent and 10 for shared ownership including a mix of sizes ranging from 1 to 3 bed properties. Runnymede are currently exploring the viability of affordable housing targets which will be set out within the forthcoming Local Plan, which may also require a bespoke approach to Longcross Village. Ahead of this, it is not possible to outline how much or the tenure mix of properties which would come forward on the southern parcel, but this would need to contain an element of affordable housing including starter homes, with the provision of some self-build plots.

- **A wide range of local jobs in the Garden City within easy commuting distance of homes** – The northern parcel already has permission for 79,000sqm of employment floorspace within the village, primarily for B1 use, but also 36,000sqm for a data centre, 6,300sqm for Class A1-A5 uses, 600sqm for D1 use and 1,900 for D2 uses. As such this range of different use classes will provide a wide range and variety of jobs within the village as a whole. Further jobs will be created within the southern parcel with the provision of a primary school and further community and retail uses. The main employment zones in the northern parcel will be within easy walking/cycling distance to new homes in the village and has been designated as an Enterprise Zone.

- **Beautifully and imaginatively designed homes with gardens, combining the best of town and country to create healthy communities, and including opportunities to grow food** – The northern parcel of the village already has permission for 200 homes which all have their own private amenity space as garden areas (see Plans 2-1 & 2-2), but also with green spaces, play areas and green infrastructure intertwined within the proposed development which combines both the best of town & country and creating healthy communities. Similarly, the masterplanning for the southern parcel as illustrated in Plan 2-5 shows swathes of green space, play areas, sports pitches as well as an area to the east of the village for use as Suitable Accessible Natural Greenspace (SANG) as avoidance for the Thames Basin Heaths Special Protection Area. This area will provide some 35ha of green infrastructure for general recreation. The masterplanning also highlights dwellings with garden areas and an area of the village given over to allotments. Further information on design can be found on the website [http://www.longcrossvillage.info/index.html](http://www.longcrossvillage.info/index.html)

- **Development that enhances the natural environment, providing a comprehensive green infrastructure network and net biodiversity gains, and that uses zero-carbon and energy-positive technology to ensure climate resilience** – As stated above, the northern parcel of the village already plans to enhance the natural environment through the delivery of green infrastructure and landscaping as well as the SANG to the east of the village. This has also been recognised through the masterplanning for the southern parcel through proposed green infrastructure assets but also through the provision of blue infrastructure and
the retention and improvement of areas and corridors with high ecological potential. This includes a spring in the north west of the site and woodland to the north east with corridors linking different ecological areas of the village. In this way the village has the potential for net gains in biodiversity. The SANG to the east of the village is also in place to avoid impacts to local and nationally/internationally designated sites for nature conservation importance. Further information on the environment and information on the approach to sustainable buildings is included on the website at: http://www.longcrossvillage.info/index.html

- **Strong cultural, recreational and shopping facilities in walkable, vibrant, sociable neighbourhoods** – The northern parcel of the village already has permission for recreational and shopping facilities as well as community, health and leisure floorspace within a walkable distance. Masterplanning for the southern parcel also shows a central hub combining further retail and community uses as well as a new primary school which will be within easy walking distance of the rest of the village as well as how Local Equipped Areas of Play (LEAP) could function. These are shown in Plans 2-10 and 2-11. The northern and southern parcels will be designed to bring forward a ‘twin hub’ approach either side of the road/pedestrian bridge linking the north & south parcels across the M3. This twin hub approach will ensure that all services/facilities on site are walkable and given the mix of uses should enable vibrant and sociable neighbourhoods.

- **Integrated and accessible transport systems, with walking, cycling and public transport designed to be the most attractive forms of local transport** – Both the northern and southern parcel of the village will be served by Longcross Rail station. Whilst services to this station are at present limited, the permission granted for the northern parcel has secured funding towards more frequently stopping services and during non-peak as well as peak hours as well as improvements to the rail station for a period of four years. The permission on the northern parcel of the village has also secured provision of a funded bus service for 9 years to Addlestone, Chertsey and Egham operating within a 6 mile radius of the site. This service would also complement the southern parcel and the masterplanning for the southern parcel has embedded walking and cycling within its illustrative design.

2.21 In terms of innovation, being progressive and locally distinctive, the masterplanning for the southern parcel of the site sets out a range of design and character appraisals for various areas of the site. One common theme running through both the north and south parcels is the amount of green infrastructure included and interwoven within the fabric of the village and on its fringes through the provision of the SANG to the east. This will define the village as a more open and green urban area within the borough which is distinct from other areas in Runnymede and which brings the town and country together. The Design & Access statement also shows how various areas of the village could be designed with a range of characteristics and dwellings types including innovative house designs located in a wooded settings and not just public realm areas but ecological public realm areas as well. An example of this is set out in Plan 2-12. With the provision of community infrastructure, retail and an enterprise zone, this would also make Longcross one of the most sustainable locations in the Borough especially given the level of employment floorspace permissioned and the presence of existing rail services with direct services to areas such as Reading, Staines-upon-Thames and London Waterloo.
Plan 2.11: Design of LEAP
2.22 Other innovative aspects revolve around the possible combination of a village at Longcross and Surrey Heath’s Fairoaks Garden Village. One of the founding principles of Garden Cities (and hence to some degree Garden Villages) is the concept of a series of interconnected settlements set within the London fringe.

2.23 As such, it could be possible to explore with Surrey Heath and vice versa as well as with other partners how the two villages could complement one another given their relatively close proximity. This could consider how infrastructure is planned especially in terms of transport, walking and cycling connectivity as well as green infrastructure. Given that part of the Surrey Heath Fairoaks site will be within Runnymede and Part of Longcross Village will be in Surrey Heath, there could be the potential to provide for a green infrastructure network which is bigger than the sum of its parts. The two villages combined could have the potential to secure a wide ranging and diverse green infrastructure network connecting the two villages and with surrounding areas such as Ottershaw, Woking and Chobham. This could also bring forward further net gains in biodiversity with the potential to identify biodiversity opportunity areas or areas of land which could be used productively to support both villages.

**Governance Proposals**

6) Outline the governance structure for the Garden Village, setting out the roles of the key project partners; the Local Planning Authority, County Council, LEP, Government Agencies, landowners, developers, RSLs etc.

2.24 No formal governance structures or arrangements have been put in place to date, but this will be explored further. Runnymede and to some extent Surrey County Council will act as enablers to the development and providers of enablers to the development and providers of enabling infrastructure including community, green and some aspects of transport infrastructure. The Enterprise M3 LEP would like Runnymede and County, take more of an enabling role with potential to consider funding infrastructure projects through its growing places fund or with the potential to invigorate stalled schemes or consider ways to unblock development potential. Government Agencies will also be enablers, in terms of support, but not in terms of delivery. This includes Natural England in the consideration of avoidance measures in the form of SANG for the Thames Basin Heaths Special Protection Area, The Environment Agency in terms of advice on flood risk and Historic England in terms of heritage assets.

2.25 The landowners of the site are the developers and consist of Crest Nicholson and Aviva Investors. These partners would be expected to deliver the village and its supporting infrastructure and work with both Runnymede and any RSL to bring mixed tenure and affordable housing. This may also require assistance from the Homes & Communities Agency.

7) Provide a plan showing land ownerships. Is the site in full control of the project partner? Is part of the site owned by the Local Authority? If so indicate how much. Is all or part of the site brownfield land? Where possible include information on any collaboration agreements, joint ventures or similar partnership arrangements that are in place?

2.26 There is currently no plan showing land ownership, however the whole of the former DERA site to the north and south is within the ownership of Crest Nicholson/Aviva Investors and no part of the site is within public ownership other than any highway verges which may be in the ownership of Surrey County Council or Highways England.
2.27 Large areas of the site are considered to be previously developed or partially previously developed. The northern parcel which is subject to planning permission is a previously developed site except for the far eastern corner, which is not included within the permission for development but to be retained as open space (see plan 2-1 and 2-2). The southern area of the site is partially previously developed, with parts of the parcel formed from former test tracks and areas of hardstanding, but with open spaces and woodlands between. Plan 2-13 shows an aerial photo of the site from 2013, which shows the extent which is previously developed.

2.28 At this moment there are no collaboration agreements, joint ventures or similar partnership arrangements in place, but this is to be explored in the future.

Plan 2-13: Aerial Photo of Longcross Village Site

8) Provide a summary of local community support. Has the community been engaged in the planning process to date? What are the levels of support from the local community? What is your long term strategy for engaging the community in the project? Is there local political support for the project?

2.29 A summary of community engagement undertaken so far is set out in the second bullet of paragraph 2.19 of this EOI bid. Given the levels of engagement undertaken so far, future engagement will occur at the pre-submission stage of the Local Plan preparation, although it is likely that further exhibitions/workshops and engagement events would be held if the site is allocated.
2.30 The site is a preferred allocation in the Runnymede Issues, Options and Preferred Approaches (IOPA) consultation and as such has been considered by the Council’s planning committee in this regard. The site was also included in the now withdrawn Runnymede Core Strategy for allocation and as such this document was subject to agreement by Full Council. As such, there is local political support for the project.

2.31 In terms of community support some of this has been garnered through the discussions with local residents undertaken by the developers as set out in bullet 2, paragraph 2.19. The Design and Access statement sets out that whilst some areas of concern were raised at the engagement events with residents in 2013, residents were generally supportive with no major changes suggested to the masterplan.

2.32 However, the process of gathering support is a continuous process and as set out above, further engagement with the local community will be necessary to garner as much support as possible. Whilst a strategy for this additional engagement has not yet been put in place, other than general concepts as set out in the Runnymede Statement of Community Involvement (SCl), Runnymede will continue to work with the developers to ensure that the community are effectively engaged. This could include further exhibitions and workshops, especially around the concepts of community ownership and stewardship issues.

9) What are the management and stewardship proposals for the proposed Garden Village?

2.33 This is an area which requires further exploration at this stage. As stated above this could involve workshops with the local community.

Delivery

10) What is the preferred project delivery mechanism such as a; Local Delivery Vehicle, Public Private Joint Venture, New Town Development Corporation or Similar Organisation?

2.34 No preferred delivery mechanism has been identified to date although this will be explored further. At present Runnymede and its local authority partners would act as enablers to development with delivery given over to the developer and their partners.

11) Provide market commentary on existing land values, levels of local housing demand, types of homes needed locally and project viability.

2.35 The latest land value data is taken from the CLG publication ‘Land Value Estimates for Policy Appraisal’. This estimates that land values in Runnymede are on average £6.2m per hectare for residential land and in the south east of England are £1.1m per hectare for industrial and £22k per hectare for agricultural land.

2.36 However, the £6.2m per hectare is only an average across the whole borough and there are likely to be areas with lower land values than this. Runnymede’s Community Infrastructure Levy viability evidence undertaken in 2013 suggests residential land values of around £3m per hectare and £370k per hectare for commercial land and agricultural at £15-20k per hectare.

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3 Runnymede Statement of Community Involvement (2014) RBC. Available at: https://www.runnymede.gov.uk/article/5276/Statement-of-Community-Involvement-SCI

Runnymede Borough Council: Locally Led Garden Villages – Expression of Interest Application for Longcross Garden Village 25
2.37 As such, it is likely that land values for the site in Longcross will reflect a value somewhere around a commercial value at £1.1m, but once allocated for residential will sit somewhere between a commercial and residential land value. The median average residential property price in Runnymede as at 2014 was £286,000, which ranges from £194,625 for flats to £465,000 for detached houses. This level of pricing in Runnymede is likely to ensure that any development at Longcross Village will remain viable, but also highlights the affordability issue in the Borough with lower quartile prices some 8 to 9 times higher than incomes.

2.38 In terms of the level of housing demand and types of housing needed locally, this is informed by the joint Runnymede/Spelthorne Strategic Housing Market Assessment\(^5\). This sets out an objectively assessed housing need for Runnymede of between 466 and 535 dwellings per annum, showing strong demand for housing in the local and wider area. The mix of affordable housing suggested in the SHMA roughly splits to 80% social or affordable rent and 20% shared ownership. The following table sets out the suggested housing mix across the Housing Market Area:

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<thead>
<tr>
<th></th>
<th>1-bed</th>
<th>2-bed</th>
<th>3-bed</th>
<th>4+ bed</th>
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<tbody>
<tr>
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<td>25-30%</td>
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<td>5-10%</td>
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<tr>
<td>All dwellings</td>
<td>15%</td>
<td>30%</td>
<td>40%</td>
<td>15%</td>
</tr>
</tbody>
</table>

2.39 Detailed project viability is still being explored at this stage, however, given the permission granted on the northern parcel of the village, viability in general is not considered to be an issue given land values and the local property market.

It is also likely, given the large scale nature of the project and its unique status in Runnymede as a garden village will lead to bespoke packages of affordable housing delivery including for starter homes and self-build plots. Land value capture could allow for higher affordable provision to be made at the site, but could also include a greater number of starter homes than would otherwise be expected. Should the bid be successful, this is one of the areas which requires specific advice and further technical research and as such the overall infrastructure costs and any abnormal costs cannot be determined in full at this time.

12) What are the envisaged timescales for planning and delivery? Provide a timeline showing local plan allocation, outline consent, detailed consent, infrastructure provision, proposed phasing of development and delivery of community facilities.

2.40 Timescales for project delivery are still being explored as this will depend on the timing of adoption of the Runnymede Local Plan. However, at the moment the Runnymede Local Development Scheme\(^6\) identifies adoption and therefore allocation of the site in early 2018. The timeline from this date with respect to outline and detailed consent will be dependent on the developer, but indications from the Design & Access statement with respect to phasing would suggest that this would be a relatively short time period between allocation and outline or hybrid application.

2.41 The Design and Access statement sets out potential phasing for the southern parcel of the village. Although the statement dates from 2014 it sets out phasing from 2015 onwards when it was expected that the site would have been allocated by the now

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\(^6\) Runnymede Local Development Scheme (2016) RBC. Available at: [https://www.runnymede.gov.uk/article/6679/Local-Development-Scheme-LDS](https://www.runnymede.gov.uk/article/6679/Local-Development-Scheme-LDS)
withdrawn Runnymede Core Strategy. As such, it can be inferred from this that the developer would wish to bring the site forward as soon as possible.

2.42 The statement estimates that the southern parcel will include 3 phases of development with phase 1 between 2015-2021, phase 2 between 2018-2025 and phase 3 between 2021-2027. Whilst this timeline will have been put back given the delay in local plan making, it is envisaged that phase 1 could start from 2019/2020. The community facilities shown on the masterplan highlights that they would be within an area of the parcel identified for development in phase 1 and as such would be expected to be delivered 2015-2021 (now extrapolated). Further information on phasing can be found at the website [http://www.longcrossvillage.info/phasing.html](http://www.longcrossvillage.info/phasing.html)

2.43 The phasing of development at the site would suggest an average annual build out rate of 115 units per annum, although from the areas of the southern parcel of the village identified on the phasing plan as shown on the website, it would appear that the majority of the site would be delivered over a 10/11 year period, which accelerates growth in the early stages.

2.44 Runnymede’s average completion rate over the past 6 years (2009/10 to 2014/15)⁷ has been 173 dwellings per annum. As such, the addition of a further 115 units per annum (or more in the shorter term) would almost double Runnymede’s current completion rate at a time when Runnymede could be required to deliver 300-380 dwellings per annum.

2.45 In terms of the northern parcel of the village, this is already partly under construction in terms of 130 of the 200 permitted dwellings.

13) What existing commitments, for example Local Growth Funding, have been made by local partners?

2.46 At this time, no local growth funding commitments have been made by partners although this is an issue which will be explored in the future. However, any Local Growth Funding would be expected to come forward for more strategic level infrastructure which could entail joint bids from a number of authorities and partners rather than just solely for the village site. This could include joint bids for improvements to local highways where more than one local authority area or site would benefit. In terms of infrastructure on site and localised traffic and transport, this would be expected to be delivered through land value capture rather than through any public subsidy, although technical work on detailed project viability is required.

14) What makes the Garden Village a best practice exemplar and well suited to the DCLG’s Locally-Led Garden Villages, Towns & Cities programme? What innovative forms of delivery such as off-site construction, custom build or direct commissioning are proposed?

2.47 In terms of what makes the Garden Village best practice and well suited to DCLG’s Locally-Led Garden Villages programme has to some degree already been set out in previous paragraphs especially the bullet points to paragraph 2.19 and can be found on the website [http://www.longcrossvillage.info/index.html](http://www.longcrossvillage.info/index.html). It is considered that overall the Longcross Village site would offer the chance to deliver a new and interconnected village on the fringes of London which would not only provide sustainable travel solutions but also employment opportunities through the designation of the northern parcel of the village as an Enterprise Zone. This coupled with the level and design of

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green infrastructure and green space integrated and interwoven within the fabric of the village and net gains in biodiversity makes Longcross an example of best practice.

2.48 Innovative forms of delivery are still being explored but are likely to include plots for self-build/custom build housing.

15) Set out the package of government support that would be most beneficial to your project.

2.49 The package of support which Runnymede are seeking and which would be most beneficial to the Longcross Village project are Delivery Enabling Funding, Access to Government Housing Funding Streams as well as Planning Freedoms.

- Delivery Enabling Funding – This part of the package would be required to ensure that Runnymede planning staff are sufficiently skilled to undertake the necessary research and technical aspects of village delivery as this will be the largest development to have occurred in Runnymede for a number of years and which needs to embed the principles of Garden Villages. Skills may also be required for staff to develop knowledge around community ownership and stewardship.

The site may require forward funding in respect of some infrastructure, namely power and drainage. As detailed planning proposals are drawn up enabling funding or access to other funding sources will need to be discussed with the landowner and future developers.

- Access to Government Housing Funding Streams – Although access to housing funding streams is not required per se, the DCLG Prospectus does state in paragraph 38 that CLG will also work with places to help navigate and seek funding from other sources of government such as Home Building Fund, free schools programme and other road and rail capital programmes. Given the proximity of the proposed village to the existing Longcross rail station, which at this moment in time only offers limited services (although this will be improved for 4 years through the delivery of the northern parcel of the village) and the proximity to the strategic road network and a number of local highways which are of strategic importance, Runnymede would be interested in securing funding from road and rail capital programmes.

The A320 which runs from J11 of the M25 through Chertsey and down to Woking and Guildford will be one of the main highways used to access the strategic highway network from Longcross Village. The impact of further development on this highway route, including that coming forward within Woking Town Centre and the possible garden village at Fairoaks, will place additional pressures on this highway, which is already identified as a traffic and congestion hotspot in the Surrey Infrastructure Study carried out by Aecom⁸. This highway route has also been indicated within a joint study undertaken by WSP/Parsons Brinkerhoff on behalf of four Local Enterprise Partnerships including Enterprise M3, Coast to Capital, Thames Valley Berkshire and Solent as one of the most deliverable projects to improve journey time and reduce congestion across the LEP areas. This document remains unpublished at this moment in time. To date however, a bid to the Local Enterprise Partnership’s Growing Places Fund for highway improvements on the A320 has not been successful.

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Runnymede has also identified improvements to the A320 along with other related highways infrastructure projects in its response to the consultation carried out by Highways England for the M25 South West Quadrant Study. A copy of Runnymede’s response is attached as appendix 3 to this EOI and a copy of the LEP bid for the A320 is attached as appendix 4.

Transport projects committed in the local area include the Runnymede Roundabout and Egham Sustainable Transport Packages as mentioned in the email to Highways England in appendix 3. Further details of these projects can also be found at: https://www.surreycc.gov.uk/roads-and-transport/roads-and-transport-policies-plans-and-consultations/major-transport-projects/runnymede-major-transport-schemes

Further committed projects include a package of improvements to widen Staines Bridge, which includes areas on the Runnymede side of the bridge along the A308 (The Causeway), which leads up to the Runnymede Roundabout.

- Planning Freedoms - The benefits and opportunities for planning freedoms will be explored with the landowner and future developer at the appropriate time as the project progresses. Opportunities for Local Development Orders to support planning flexibilities in areas of commercial development and ways to facilitate the faster delivery of housing, including custom and self-build housing will be discussed and introduced as necessary.
Appendix 1 – Letter of Support from Surrey Heath
28th July 2016

Dear John

DERA GARDEN VILLAGE BID

Surrey Heath Borough Council supports Runnymede’s intention to bring forward the former DERA site at Longcross as locally led garden village. As part of the site would fall within the borough of Surrey Heath, the Borough Council will seek to work with Runnymede as the concept progresses.

Surrey Heath will also work with Runnymede and other partners to ensure delivery of necessary infrastructure which enables the growth ambitions of north-west Surrey, especially in regard to local highways, including the A320 Guildford Road, which runs from J11 of the M25 to Woking.

Yours Sincerely

Jane Ireland
Planning Policy and Conservation Manager
On behalf of Karen Whelan Chief Executive
Appendix 2 – Letter of Support to Surrey Heath
28 July 2016

Ms Helen Murch
Planning Policy Team Leader
Planning Policy Team
Surrey Heath Borough Council

Dear Helen,

FAIROAKS GARDEN VILLAGE BID

Runnymede Borough Council supports Surrey Heath’s intention to bring forward the Fairoaks Airport site near Chobham as a locally-led Garden Village.

As part of the site would fall within the jurisdiction of Runnymede, the Borough Council will seek to work with Surrey Heath and explore opportunities for delivery provided that any land uses within the Runnymede part of the site is compatible with appropriate Green Belt uses.

Runnymede will also work with Surrey Heath and other partners to ensure delivery of necessary infrastructure which enables the growth ambitions of north-west Surrey, especially with respect to local highways, including the A320 Guildford Road, which runs from J11 of the M25 to Woking.

Yours faithfully,

Ian Maguire
Corporate Head of Planning & Environmental Services

On behalf of Paul Turrell Chief Executive Runnymede Borough Council
Appendix 3 – Response to Highways England on M25 SW Quadrant Study
Dear Sir/Madam,

Thank you for your email requesting further interventions or evidence to the M25 SW Quadrant Study.

Runnymede Borough Council would like to add the following interventions which do not appear to be shown on the existing long list of interventions:

1) **Addlestone Town Centre Regeneration Phase 2** – Local Growth Fund bid submitted to EM3 for junction improvements at Station Road/Church Road/High Street in Addlestone (A318). The A318 is a critical network between the A3, A245, Brooklands Business Park and the M25; both as a strategic local route and a regular self-determined trunk road alternative / diversion route.

2) **A320 from Guildford to J11 of M25 and beyond to Weybridge** – The A320 is included in the long list as intervention 239 but only in relation to Woking. Local Growth Fund bid has been submitted to EM3 LEP for improvements to A320 corridor from Guildford to J11. The corridor provides an essential artery for housing development in south Runnymede, Woking Town Centre/South Woking and East Surrey Heath, an area planning to expand by approximately 8,000 new homes in the next 15 years. The corridor has been highlighted in the Surrey Infrastructure Study as a future congestion corridor and has been identified as one of the most deliverable schemes out of 17 in the ‘Influencing Strategic Transport in the South East’ study undertaken by WSP/PB on behalf of four LEPs including EM3, Coast to Capital, Thames Valley Berkshire and Solent. The WSP | PB study suggests a GVA per mile associated with this project of £42.3 million, by far the best GVA for a project of this size within the study. The SCC Infrastructure study also shows this bit of road to be one of the most congested currently. Interventions are required along the whole A320 corridor but specific to Runnymede:
   
   i) Improve/enlarge Ottershaw Roundabout with A320/A319/B3121 and Fox Hills Road to ease congestion and improve road safety;
   
   ii) Improvements to Guildford Road/St Peter’s Way in Chertsey to the west of Junction 11
   
   iii) Improvements to St Peter’s Way east of J11 to Addlestone Moor Roundabout continuing along A317 to Weybridge.

   An LGF bid has also been submitted to improve the resilience of the A320 to flooding.

   It is noted that intervention 228 identifies a park & ride close to J11 of the M25 and it may be that this intervention could be packaged with improvements to the A320 including improving resilience and the LGF bid set out in 1 above for junction improvements at Station Road/Church Road/High Street, Addlestone.

3) **Intervention 94 and 205 set out the Egham Sustainable Transport Package and improvements to the Runnymede Roundabout.** Both schemes have now been designed and are due for implementation this summer. Further info is available at [https://www.surreycc.gov.uk/roads-and-transport/roads-and-transport-policies-plans-and-consultations/major-transport-projects/runnymede-major-transport-schemes](https://www.surreycc.gov.uk/roads-and-transport/roads-and-transport-policies-plans-and-consultations/major-transport-projects/runnymede-major-transport-schemes)

   Surrey County Council also undertook a study in 2010 to model replacing the level crossing at Vicarage Road in Egham with a traffic and pedestrian underpass. The study was in relation to the Air Track scheme and concluded no benefit to providing the underpass. However, Runnymede understands that SCC may be re-thinking the Vicarage Road underpass scheme.
and has submitted an expression of interest for LGF. This scheme could be included within the long list of interventions, however, this should be checked with SCC in the first instance. The 2010 study undertaken by SCC can be found at https://www.surreycc.gov.uk/roads-and-transport/roads-and-transport-policies-plans-and-consultations/roads-and-transport-policies-and-plans/transport-studies

4) Intervention 225 sets out the scheme for widening Staines Bridge. An LGF bid has been submitted for this scheme which now includes improvements along The Causeway (A308). Intervention 225 should be updated to reflect this.

Runnymede are also due to receive their draft Traffic Impact Assessment from SCC by end of May 2016 which considers a number of growth scenarios for the highway network in relation to the emerging Runnymede Local Plan. Runnymede will forward this piece of evidence to the SW Quadrant study when this has been finalised, but this is likely to be after the May 30th deadline.

Should you have any queries with regards to any of the above please do not hesitate to contact myself using the details below.

Best Regards

John Devonshire | Senior Planning Officer-Policy and Strategy Team | Runnymede Borough Council

John.Devonshire@runnymede.gov.uk | 01932 425635 | www.runnymede.gov.uk

Runnymede is transforming Addlestone-find out more at www.runnymede.gov.uk/addlestone

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Appendix 4 – Local Growth Fund Bid for A320
Call for Expression of Interest

Please email your Expression of Interest form to bids@enterprisem3.org.uk by 5pm on Thursday 31 March 2016 (we will confirm receipt).

If you are unsure about what information should be provided in each section please refer to the guidelines. If the answer is not provided there please contact us for clarification.

<table>
<thead>
<tr>
<th>Project name</th>
<th>A320 Corridor</th>
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<tbody>
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<td>Location</td>
<td>A320 Guildford to Woking Town Centre to M25 J8</td>
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<table>
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<tr>
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<th>Runnymede Borough Council</th>
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<tbody>
<tr>
<td>Project lead contact name</td>
<td>Rachel Raynaud</td>
</tr>
<tr>
<td>Project lead email</td>
<td><a href="mailto:Rachel.rayanud@runnymede.gov.uk">Rachel.rayanud@runnymede.gov.uk</a></td>
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<tr>
<td>Project lead telephone</td>
<td>01932 425501</td>
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<table>
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<td>Highways England</td>
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<thead>
<tr>
<th>Project summary</th>
<th>An upgrade of the A320 road corridor linking Guildford with Woking and M25 Junction 11</th>
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<tr>
<td></td>
<td>Based on previous WSP</td>
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<tr>
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<td>This traffic delays have economic impacts in the short term - by way of increased journey times, and in the long term - where repeated occurrences begin to locally reduce the desirability for business investment, which therefore contributes to economic stagnation and even diminishment within the surrounding areas.</td>
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</tbody>
</table>
**Project summary**
(Please provide a short summary of the project, including what it will deliver, the impacts it will have, why LGF funding is required, inter-dependencies with other projects and what will happen without LGF investment)

An upgrade of the A320 road corridor linking Guildford with Woking and M25 Junction 11.

Based on previous WSP | PB work for Surrey CC, Guildford BC and Woking BC, this is one of the key congested corridors in the area.

This traffic delays have economic impacts in the short term - by way of increased journey times, and in the long term - where repeated occurrences begin to locally reduce the desirability for business investment, which therefore contributes to economic stagnation and even diminishment within the surrounding areas.

<table>
<thead>
<tr>
<th>Virginia</th>
<th>Water</th>
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<tr>
<td>Staines</td>
<td>Chertsey</td>
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<td>M25 J11</td>
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<td>Woking</td>
<td>West</td>
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<td>Byfleet</td>
<td>M25 J10</td>
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<tr>
<td>Worplesdon</td>
<td>A31 Hog's Back</td>
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<td>Alton Road</td>
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<tr>
<td>Guildford</td>
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**Need**

**How**

This project has been assessed by EM3 as part of the Influencing Strategic Transport in the South East study report prepared by WSP | PB in March 2016. Full details of the project have not yet been shared.

**Costs**

The estimated cost of the total scheme running from Guildford to the M25 is £545m. The project can of course be disaggregated with the sections between Guildford and Woking, and Woking and Junction 11 being easily capable of separation, with the potential for further separation of projects based on the scheme specifics.

The WSP | PB study suggests a GVA per mile associated with this project of £42.3 million, by far the best GVA for a project of...
Why LGF funding is required
Congestion on the A320 negatively impacts upon the growth potential of the surrounding area as it serves as a direct link to the M25 from Guildford and Woking. This serious constraint on the network is likely to worsen and act as a barrier to growth in the surrounding areas.

The corridor is highlighted within the WSP | PB ‘Influencing Strategic Transport in the South East study’ as one of the most important and most congested routes in Surrey, but at the scale of intervention LEP funding will be needed to support this project. The corridor also plays an important role in the consideration of off-SRN traffic in the Highways England SW Quadrant study, which may also attract funding if local match funding from the LEP and others can be secured and reserved.

<table>
<thead>
<tr>
<th>Strategic Fit: Please summarise how the project fits with the 4 inter-related themes, SEP aims and strategic/project priorities as set out in the Prospectus</th>
</tr>
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<tbody>
<tr>
<td><strong>Innovation and Enterprise</strong></td>
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</table>
| Guildford and Woking are major growth towns for business and housing development. The A320 corridor forms a key route for their linkages, and links onwards to the Strategic Road Network.

The corridor also provides an essential artery for housing development in south Runnymede, North Woking and East Surrey Heath, an area planning to expand by approximately 8,000 new homes in the next 15 years. |
| **Skills** |
| **Housing and Commercial Development** |
| **Transport** |
| The EM3 SEP aims to deliver and improve connectivity throughout the LEP region particularly within and around Growth Towns, to increase journey time reliability, capacity of the transport network and unlock new housing and business sites, generating 22,300 homes, 24,800 jobs and adding GVA of £1.1billion to the economy. The A320 Corridor provides key connectivity between the LEP Growth Towns of Guildford and Woking and the strategic highway network. Improvements in the corridor will be key to sustaining existing development and unlocking significant development potential in the area.

In addition, the Enterprise M3 SEP identifies congestion as a key business concern. Levels of car dependency are high and carbon emissions from road transport activities are higher than the regional or national average. |

| Outputs: Please detail all project outputs in relation to the 4 inter-related themes highlighted in the Prospectus, including how and when these will be measured and the basis for your |
**Innovation and Enterprise**  
The A320 Corridor and surrounding areas provide a key part of the Sci-tech corridor running through the EM3 LEP area. The effective functioning of the corridor is critical not just to existing major high-tech companies operating in the area, but also key incubation and start-up accommodation serving small companies such as in the Woking Incubation Centre and the Regus centre at Hillswood. The corridor will also provide strategic access to the M25 from the new Enterprise Zone site at Longcross Park which will be a key driver of innovation and enterprise for the LEP area.

**Skills**  
Key employment areas set to benefit from the scheme include
- Sheerwater (regeneration and expansion – housing and commercial)
- McLaren Technology Centre
- Ashford & St Peters NHS Trust
- Hillswood Business Park (including Regus, Astellas Pharma and Samsung EMEA HQs)
- Woking Town Centre
- Guildford Town Centre
- Surrey Technology Park
- Longcross Studio/Business Park
- Fairoaks Airport

Growth in the majority of these employment areas will be concentrated in high tech industries providing skilled employment opportunities.

**Housing and Commercial Development**  
The corridor also provides an essential artery for housing development in south Runnymede, North Woking and East Surrey Heath, an area planning to expand by approximately 8,000 new homes in the next 15 years.

**Transport**  
Details of the outputs arising from improvements to this corridor are contained in the WSP | PB Influencing Strategic Transport in the South East study. An estimated 2,500 jobs, £29m Income Tax gain, £26m Corporate Tax gain, and £20m Firms Production Gain are contained in that report. It is our understanding that these figures do not take into account future growth that is likely to be delivered in the area (as detailed above).

**Please describe any other economic, social and environmental impacts of the project**  
See the WSP | PB Influencing Strategic Transport in the South East study

**How does the project align with relevant local plans and national**
<table>
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<td>Total Project Costs</td>
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| Have local funding contributions been confirmed? If not, when will they be confirmed? | Local funding contributions have not been confirmed. |
| Are there any revenue implications associated with the project? | See the WSP | PB Influencing Strategic Transport in the South East study |
| Please describe how the project provides value for money? What is the basis for your assessment? | |
| Has any financial sensitivity analysis been undertaken? | Unknown |
| What are the financial risks? What measures will be put in place to minimise these risks? | Unknown |
| Is the project proposal compatible with EU State Aid regulations? | It is not envisaged there will be any State Aid implications from the work. |

| Project delivery start date | Unknown |
| What feasibility or preliminary works have been undertaken? (Please include details of any planning or land ownership investigations or requirements, detailed design work, etc.) | Unknown |
| Has a full impact assessment been completed on the scheme? Were any issues identified? | Unknown |
| What delivery risks have been identified and what measures will be put in play to minimise these risks? | Unknown |
**Options appraisal: please describe the options considered in the development of the project and why this option was selected**

Unknown
See the WSP | PB Influencing Strategic Transport in the South East study

**What experience has the applicant had in delivering similar projects in scale and cost?**

Unknown
See the WSP | PB Influencing Strategic Transport in the South East study

**Milestones for delivering the project**

<table>
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</table>

**Are any elements of this application commercially confidential?**

No

**Please specify any other information on the project not captured in the previous sections of the form**

The scheme forms part of the future growth intentions in the area, and will be dependent on local, regional and national priorities including the M25 Quadrant study.
All enquiries about this paper should be directed to:

Policy & Strategy Team
Planning Business Centre

Runnymede Borough Council
The Civic Centre
Station Road
Addlestone
Surrey KT15 2AH

Tel 01932 838383

Further copies of this publication can be obtained from the above address, or email: planningpolicy@runnymede.gov.uk

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2016