Matter 10
Infrastructure Provision

January 2019
Runnymede 2030 Local Plan
Public Examination
Stage 2
Response to Inspector’s Matters and Questions for Stage 2 Hearings
Matter 10
Infrastructure Provision
Barton Willmore LLP on behalf of Crest Nicholson and CGNU

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<tr>
<td>Prepared by:</td>
<td>Katherine Jones</td>
<td>Katherine Jones / Michael Knott</td>
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<td>Checked by:</td>
<td>Michael Knott</td>
<td>Michael Knott</td>
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<tr>
<td>Authorised by:</td>
<td>Michael Knott</td>
<td>Michael Knott</td>
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Barton Willmore
The Blade
Abbey Square
Reading
Berkshire. RG1 3BE

Tel: 0118 943 0000  Ref: 24209/P12a/A5/KJ/MK/dw
Fax: 0118 943 0001  Date: 24th January 2019
Email: planning@bartonwillmore.co.uk

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1.0 INTRODUCTION

1.1 Barton Willmore LLP is instructed by Crest Nicholson (CN) and Commercial Union, General Accident and Norwich Union (CGNU) to submit this written Hearing Statement in response to the Inspector’s Matters and Questions for Stage 2 of the Runnymede 2030 Local Plan Examination. This Statement has been prepared in conjunction with CN & CGNU’s Transport consultants, RPS. These representations expand upon the representations submitted on behalf of CN and CGNU in response to the consultations for the RBC Local Plan 2030 Regulation 19 Parts 1 and 2.

1.2 CN and CGNU own the former DERA site at Longcross, Surrey, which is proposed for allocation and removal from the Green Belt in the Runnymede 2030 Local Plan under Policy SD10 (Longcross Garden Village).

1.3 The site was designated by the DCLG (now Ministry of Housing, Communities and Local Government, MHCLG) as a Locally Led Garden Village (LLGV) in January 2017. Part of the north of the site to the north of M3 Motorway (the western edge, now referred to as ‘Longcross Park’) is designated as part of the EZ³ Enterprise Zone.
10.0 RESPONSE TO MATTER 10 - INFRASTRUCTURE PROVISION

10.1 Overall, does the Plan provide an evidence-based, integrated and effective policy framework for transport that will support the implementation of the spatial strategy and contribute to sustainable development?

10.1.1 Yes, the evidence base supporting the Local Plan has been supported by a number of transport and infrastructure studies which have considered the effects of the spatial strategy on existing transport networks.

10.1.2 The evidence base documents covering transport include the following:

- A Transport Assessment (2016) undertaken by Surrey County Council for Runnymede Borough Council;

10.1.3 The above studies have enabled the identification of transport interventions that, together, would address identified congestion issues within Runnymede so that the effects of the Local Plan allocations can be appropriately mitigated.

10.1.4 In turn, the Runnymede Infrastructure Delivery Plan (December 2017) (IDP) and associated schedules covering the period 2015-2030 outline the range of transport improvements that would be required in support of the spatial strategy.

10.1.5 It is with the benefit of the above evidence base documents, that the Plan was able to includes specific policies relating to transport, covering both road infrastructure and the support for sustainable transport measures.

10.1.6 The Plan itself recognises that the growth aspirations represent a ‘step change’ (section 5.44) from delivery rates demonstrated through previous plans. RBC recognise that this increase would require the delivery of supporting transport and other infrastructure and that, contrary to being a constraint, the proposed level of growth represents as an opportunity (section 5.45) to address existing problems while enhancing existing facilities and assets.
10.1.7 There is a clear commitment within the Local Plan to deliver the necessary transport infrastructure to support the delivery of the spatial strategy, and there are clear links between the policies outlined for Active & Sustainable Travel (SD4), Highway Design Considerations (SD5), Infrastructure Provision & Timing (SD6) and Sustainable Design (SD8) and the NPPF.

10.1.8 The Local Plan also integrates with and delivers on the objectives of Surrey County Council’s Local Transport Plan (LTP3 2016) and the Surrey Infrastructure Study (2017), by addressing key long-term issues that have been identified by the County (e.g. A320 corridor, improved rail access).

10.1.9 A new Garden Village community at Longcross offers an opportunity to capitalise on the location of existing transport assets (e.g. railway station) and locate major development where facilities such as employment ('Longcross Park'), retail, education and leisure are delivered in tandem with dwellings, which will minimise the need to travel.

10.1.10 The Local Plan itself provides an effective policy framework (SD10) that map out the type of local and strategic transport improvements that would be delivered to promote sustainable transport choices and mitigate the residual impact of the development.

10.1.11 This would be secured through a mixture of direct interventions (e.g. Section 278) as well as through financial contributions, based on a framework which will bring together public and private sector funding.

10.1.12 The Local Plan is supported by a clear and continuing cooperation between RBC and neighbouring boroughs, as well as with Surrey County Council and Highways England to make good on policy aims and ensure appropriate and timely delivery of infrastructure to support the spatial strategy.

10.2 With regard to the Plan’s potential effects on the A320 and the strategic road network in particular, are there reasonable prospects that satisfactory mitigation can and will be provided in time, taking account of the proposed phasing of development sites? Are there effective mechanisms to ensure that any significant cross-boundary impacts are addressed and resolved?

10.2.1 Yes, we are confident that there are reasonable prospects that improvements and mitigation measures for the A320 corridor and the strategic road network can be provided in time, supporting the phasing of development sites.
10.2.2 In accordance with the Inspector’s advice dated 16th January 2019, which deferred Q10.2 for a later stage, CN & CGNU will provide its response relating to the A320 and the strategic road network at the appropriate time.

10.3 Taking account of the Infrastructure Delivery Plan and all the relevant policies of the Runnymede 2030 Plan, is there a reasonable basis for confidence that the other necessary infrastructure will be provided in a timely manner to implement the spatial strategy? How will any cumulative impacts of the proposed scale of development be mitigated?

10.3.1 Aside from the A320 and the strategic road network, which as stated above will be addressed at a later stage, our comments relating to necessary infrastructure provision associated with LGV are addressed through our Matter 5 statement.

10.4 With regard to Policy EE10 (subject to the modifications put forward in CD_001A), the site-specific policies and the prospects for additional SANGs identified in RBCLP_09, are the Plan’s provisions for the Thames Basin Heaths Special Protection Area sound?

10.4.1 Please refer to our comments in response to Matter 5 relating to the site specific proposals associated with LGV.

10.5 In the light of the other relevant policies and proposals in the Plan, does Policy EE13 provide a justified, effective framework for the minimisation of flood risk and support for strategic flood relief measures?

10.5.1 We do not have any comments.