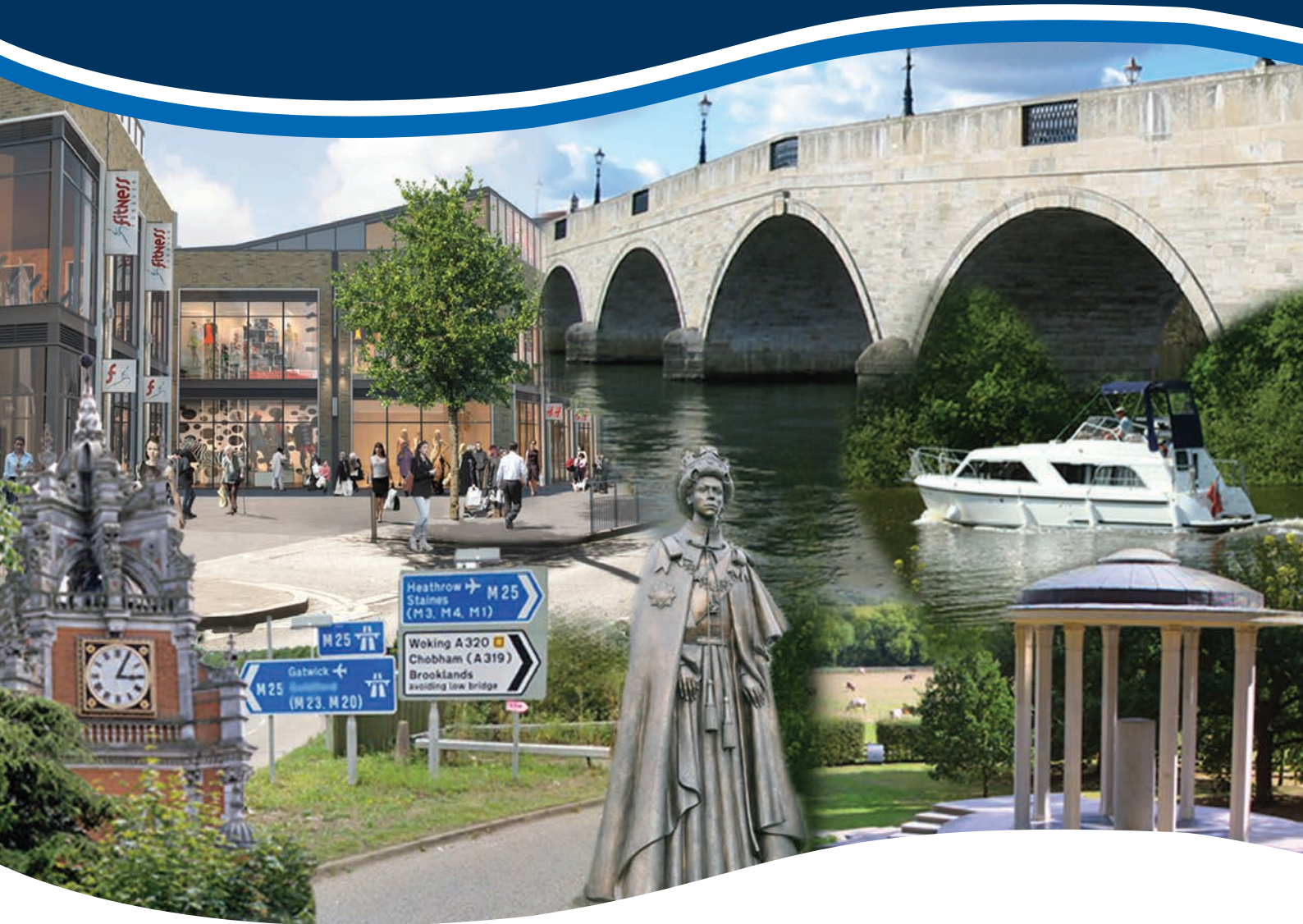


# Runnymede 2030

## A320 Update Paper

RBCLP\_52



September 2019

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## 1. Purpose of the A320 Update Paper and Background Information

- 1.1 In July 2018, the Council produced and published an A320 Topic Paper (examination document SD\_021B) which was submitted alongside the Runnymede 2030 Local Plan when it was sent to the Secretary of State for Examination in Public.
- 1.2 The Topic Paper set out the process and actions undertaken by the Borough Council when preparing its Local Plan and the supporting evidence base in relation to the A320 corridor which informed Local Plan preparation.
- 1.3 The reason that the A320 highway corridor was considered through a specific topic paper is because it is the only piece of critical highway infrastructure identified as being necessary to support the growth to be delivered through the Runnymede 2030 Local Plan. Indeed, the Local Plan specifically acknowledges that the delivery of seven proposed housing site allocations (or 11 if each of the 5 parcels of land within Chertsey Bittams are treated separately) along the A320 corridor are reliant on the delivery of mitigation proposed for the A320 corridor. Together, these sites will deliver approximately 3,700 homes in total.
- 1.4 Since the production of the A320 Topic Paper, the Runnymede 2030 Local Plan has been considered through the Examination in Public process, with two rounds of public hearings taking place in November 2018 and February 2019 (known as the stage 1 and 2 hearings respectively). All matters associated with the Local Plan have now been examined with the exception of those related to the delivery of the required mitigation along the A320 corridor and outstanding matters relating to the impacts of the Local Plan on the Strategic Road Network. These remaining matters are to be the subject of discussion at the Stage 3 hearing scheduled for November 2019.
- 1.5 This Update Paper has been prepared to help inform discussion at the Stage 3 hearing, and to provide updated information in relation to the key elements of work undertaken since the conclusion of the Stage 2 hearing in February 2019.

## 2. Key Update Work undertaken since Stage 2 Hearing (February 2019)

- 2.1 A variety of technical and other work has been undertaken since the conclusion of the Stage 2 hearing in February 2019. This includes:
  1. An **update of the Council's Strategic Highways Assessment Report (the SHAR)**, which was published on the Examination website in July 2019 (examination document RBCLP\_47);
  2. The formal **submission of a HIF Bid for the A320 improvement works** in March 2019 (examination document RBCLP\_44) and subsequent work with the HIF team to help them assess the bid;
  3. The consideration of **other funding mechanisms to deliver the A320 improvement works** should HIF funding not be secured;
  4. Further **A320 Viability Assessment** update work to help understand the potential for sites dependent upon the completion of the A320 improvement works to contribute towards the cost of the emerging improvement scheme.

This is set out in examination document RBCLP\_51, published on the Examination website on 6 September;

5. Progressing work to create **an interim Planning Tariff and subsequent Community Infrastructure Levy (CIL)**, which will be used to help secure developer funding towards A320 improvement works;
6. **Working with Highways England to agree any potential mitigation required to take account of the impacts of the Local Plan proposals on the Strategic Road Network (SRN)**, namely junctions 11 and 13 of the M25. This has included;
  - an assessment of the impacts of additional traffic resultant from the non-consented development in the Local Plan (see examination document RBC\_45, published in May 2019), using methodology agreed between the council's consultants Arcadis and Highways England;
  - gaining agreement from Highways England that no scheme of mitigation is required at M25 Junction 13 as a result of the Local Plan proposals;
  - the council's consultants Arcadis developing a scheme of mitigation for M25 Junction 11 which Highways England considers to be feasible and deliverable as part of the A320 improvement works and (see examination documents RBCLP\_49 and RBCLP\_50, published on the Examination website on 6 September);
  - agreeing a new Statement of Common Ground (SoCG) between the council and Highways England which sets out the full extent of agreement and a commitment to ongoing partnership between the parties to deliver the improvement works needed at M25 Junction 11, in a timely manner.
7. **Considering whether the Local Plan Housing Trajectory needed updating** in light of the timetable for delivering the A320 improvement works (including those at M25 Junction 11);
8. **Reviewing any impacts on the 5-year Housing Land Supply**, as a result of any changes to the forecast Housing Trajectory;
9. **Working with the landowner/developer of the former DERA site in Longcross (Crest Nicholson and CGNU Life Assurance Ltd, hereafter jointly referred to in this update paper as 'Crest Nicholson')** in particular, **to discuss and review any implications for delivery of the Longcross Garden Village in light of ongoing consideration of the A320 improvements scheme.** This is continuing to be taken forward through discussions to prepare a new Statement of Common Ground (SoCG) between the council and Crest in relation to the Garden Village;
10. **Ongoing close partnership working with Surrey County Council as the highway authority, to progress the A320 improvements project in a timely manner**, helping to gain agreement with Highways England for the improvements proposed at M25 Junction 11, and agree a new Statement of Common Ground (SoCG) between the council and Surrey County Council which sets out the full extent of agreement and ongoing commitment to partnership working between the parties to deliver the A320 improvement works proposed.

### 3. SHAR Update (June 2019)

- 3.1 In order to assist in informing the Stage 3 hearing, an update to the Strategic Highway Assessment Report (SHAR) supporting the draft submission Local Plan has recently been published (examination document RBCLP\_47). The updated SHAR:
- Amends the forecast year to 2030 in line with the revised Local Plan period;
  - Removes the forecast large development sites of Fair Oaks Airfield and Martyr's Lane as the planning application on the former green belt site at Fair Oaks Airfield remains undetermined, and the Martyr's Lane proposed site allocation has not been taken forward. Thus, there is now increased certainty that these sites, which are just outside Runnymede Borough Council's administrative area, will not be progressed until after the Local Plan period or may not be progressed at all;
  - Ensures the most up-to-date information on the proposed quantum of strategic development is reflected and;
  - Ensure the most up-to-date Department for Transport information of forecast trip rates is used.
- 3.2 The forecasting work has been re-done utilising the Department for Transport's C-TripEnd 7.2 model together with updated information on the quantum of development proposed within the draft Local Plan spatial strategy (there are no changes to the sites and locations, but minor changes to the quantum of housing and commercial development are assumed at some sites). At the same time, the Fair Oaks Airfield and Martyr's Lane sites have been removed from the forecasts.
- 3.3 The proposed A320 mitigation schemes are included in the forecast network; however, Highways England has been unable to supply precise details of the proposed RIS1 M25 J10-16 smart motorway scheme and therefore this has been reflected in the model as accurately as possible, as agreed with Highways England.
- 3.4 The overview of findings of the updated SHAR (June 2019) are set out at the end of Part 2 of the document, in Section 7. The key conclusions of the updated SHAR closely reflect the 2017 report in that:
- It identifies the risk of severe impact along the A320 corridor due to congestion and access being impaired to the major Accident and Emergency unit at St. Peter's Hospital, unless the proposed A320 mitigation works are put in place;
  - It notes that the mitigation works proposed will have the effect of reducing the risk of a severe impact on the A320 and;
  - Given that the mitigation only goes some way to negating the entire impact of the Local Plan proposals, it directs that other measures such as public transport improvement and active mode connectivity (whose impacts have not been assessed as part of the SHAR update), also need to be put in place to reduce reliance on the private car and ensure successful implementation of the Local Plan, by minimising impacts on the highway network arising from the Local Plan proposals.

#### 4. **Working with Highways England to conclude the impacts and mitigation required to the Strategic Road Network (SRN)**

- 4.1 Following the conclusion of the Stage 2 hearing in February 2019, the Borough Council, along with Surrey County Council, have been meeting on a monthly basis with Highways England and working closely with them to respond to the issues they raised in relation to the potential impacts of the Local Plan proposals on the strategic road network (SRN), namely M25 junctions 11 and 13.
- 4.2 To help in its response, the Borough Council re-appointed consultants Arcadis, to undertake the work needed by Highways England to further assess the impacts of the Local Plan on the SRN and test the feasibility of any mitigation required.
- 4.3 Taking account of discussions with Highways England, Arcadis were instructed by the Borough Council to prepare an M25 Traffic Impact Assessment as 'Step 1' of the work Highways England required. The methodology for the Traffic Impact Assessment to be undertaken was agreed with Highways England prior to commencement of the assessment.
- 4.4 The assessment, which includes a summary note and a series of technical appendices was published on the Examination website (examination document RBCLP\_45) in May 2019.
- 4.5 The key conclusions of the **Traffic Impact Assessment (May 2019)** in relation to impacts on the SRN were as follows:

##### **M25 Junction 11**

- Junction 11 has reached capacity in the existing situation.
- The Smart Motorway Programme does not include provision for upgrade of the junction roundabout.
- Baseline growth in traffic to 2030 corresponds to an increase in traffic at Junction 11 of approximately 13.8%, leading to a saturated junction which requires mitigations.
- The non-consented developments proposed in the Runnymede Local Plan would add an additional 3.1% - 5.3% of traffic above baseline growth.
- A scheme of mitigation is therefore required at Junction 11, to be devised in consultation and agreement with Highways England.



## **M25 Mainline Carriageway**

- The M25 mainline is already experiencing congestion (clockwise) north of Junction 11.
- Baseline growth in traffic to 2030 indicates that upgrades would be required on the M25 mainline north of Junction 11.
- The low level of additional traffic generated by the non-consented developments proposed in the Runnymede Local Plan does not in itself, trigger a requirement to upgrade the M25 mainline north of Junction 11.
- Highways England were content that mitigation for the northbound merge onto the mainline carriageway from Junction 11 should be considered as part of any scheme of mitigation devised for Junction 11.
- Highways England were content that no mitigation is required to the southbound (anti-clockwise) merge onto the mainline carriageway from Junction 11 as a result of the Local Plan proposals.

## **M25 Junction 13**

- The traffic arriving at M25 Junction 13 from the non-consented developments proposed in the Runnymede Local Plan is comparable to the increase in volumes generated at Junction 11. However, the Junction 13 roundabout is already fully signalised, has spiral road marking and is of much greater capacity than Junction 11.
- Further assessment of traffic operations at the junction was agreed with Highways England to fully detail the impact of non-consented Local Plan development on the junction.

4.6 Following on from the conclusions of this 'Step 1' work with Highways England, the Borough Council, Arcadis on behalf of the Borough Council and Surrey County Council, continued to meet whilst Arcadis brought forward further work to present mitigation measures which could be put in place at M25 Junction 11 and further assess the trip generation and distribution of additional traffic from non-consented Local Plan development at M25 Junction 13. The conclusions of this work are set out in the **M25 Junction 11 & 13 – Step 2 Traffic Concept Report**.

4.7 More detailed assessment was also undertaken by Arcadis working closely with Highways England to understand the feasibility and costs of a potential junction upgrade scheme for M25 Junction 11. This study, the **M25 Junction 11 – Feasibility Study Report, (September 2019)**, along with the preceding **M25 Junction 11 & 13 – Step 2 Traffic Concept Report (September 2019)**, were published on the Examination website on 6 September 2019 (see examination documents RBCLP\_50 and RBCLP\_49 respectively).

4.8 The key conclusions and recommendations of the **M25 Junction 11 & 13 – Step 2 Traffic Concept Report (September 2019)** were as follows:

### **M25 Junction 11**

- The roundabout at M25 Junction 11 could be seen to have reached its capacity in 2017 (when traffic counts took place) and is therefore due for a capacity upgrade to take account of the existing situation.
- Baseline growth in traffic to 2030 suggests that three out of four approaches to M25 Junction 11 would be over practical capacity in the AM and PM peaks at 2030 and that in the PM peak the M25 South off slip would also be operating over capacity. The non-consented Runnymede Local Plan development proposals would add an additional 3.1% - 5.3% of traffic above predicted baseline growth.
- Based on the 2030 roundabout traffic assessment, a junction upgrade will be required at M25 Junction 11 which includes:
  - Full signalisation of the roundabout (only partially signalised at present), with suitable phasing, staging and optimisation of cycle times;
  - Widening of the northbound and southbound off slips from existing 2 lanes to 3 lanes in order to accommodate the increased traffic and avoid any blocking back queues onto the M25;
  - Widening to 3 lanes of St. Peters Way (eastbound) with signalised left turning movements onto the M25 and;
  - An increase in the capacity of the circulatory carriageway on the east and west arms of the roundabout from 2 to 3 lanes.
- That only the M25 Junction 11 roundabout is upgraded in the first instance and that the detail of further upgrading for St. Peter's Way is brought forward following subsequent study by the Smart Motorway Programme.

### **M25 Junction 13**

- The net increase of traffic arriving at M25 Junction 13 from the non-consented Runnymede Local Plan development proposals is anticipated to be very low and should not impact Highways England's road network significantly.
- No further traffic assessment work regarding M25 Junction 13 was required.

4.9 The key conclusions and recommendations of the subsequent **M25 Junction 11 – Feasibility Study Report (September 2019)** were as follows:

## **M25 Junction 11**

- A junction upgrade to M25 Junction 11 to take account of Local Plan traffic modelling forecasts is feasible and can be implemented through modification to the existing junction arrangement;
- The high-level costing assessment suggests the potential to deliver the required mitigation within a cost envelope of between approximately £3.4m and £5.6m;
- The high-level review of key factors which could affect implementation of a detailed mitigation scheme indicates no major issues to prevent delivery of the necessary mitigation;
- Third Party land take would be required to deliver the scheme tested, but it would also appear feasible to design a very similar scheme of mitigation (with steeper and/or retained embankments) which could be delivered with reduced Third Party land take.

4.10 Following the conclusion of this work and the acknowledgement by Highways England that an appropriate scheme of mitigation is feasible and deliverable at M25 Junction 11, to take account of the impacts of the proposals set out in the Runnymede Local Plan, Highways England has confirmed the withdrawal of its previous objection to the Local Plan. An updated Statement of Common Ground (SoCG) between Runnymede Borough Council and Highways England has been finalised between the parties to confirm this agreement and is published as examination document RBCLP\_53.

## 5. **A320 Improvement Programme: Project Update (including an update on the HIF Bid)**

- 5.1 The scope of improvement works being suggested for the A320, north of Woking is based upon the suggested works set out in the A320 Corridor Study Feasibility Study (April 2018), and formed part of the evidence base informing the new Runnymede Local Plan. The scope of works set out in the Feasibility Study has formed the basis for Surrey County Council (as Highway Authority) to begin to formally progress a scheme of improvements for the A320, to ensure the growth proposals set out Runnymede Local Plan can be brought forward with the appropriate and timely delivery of required mitigation along the corridor.
- 5.2 As an important step in bringing the improvement works forward, the Highway Authority with the support of Runnymede Borough Council submitted an Expression of Interest (EOI) for central government funding through the Housing Infrastructure Fund - Forward Funding (HIF) in September 2017. The EOI was successful and as such, Surrey County Council and Runnymede Borough Council were invited to develop a second stage bid through the Government's co-development process. The second stage HIF bid was submitted to Government on 21<sup>st</sup> March 2019. The HIF Bid submission documents, including all appendices, were published on the Examination website in April 2019 (examination document RBCLP\_44).
- 5.3 The HIF submission estimates the cost of the A320 improvement works to be approximately £44m, including the costs of providing the required mitigation at M25 Junction 11. The bid also suggests a level of clawback could be achieved from developments which the Local Plan identifies as being dependent upon the A320 improvement works being completed, to help fund the cost of the works. The level of clawback suggested in the bid is 25%, or £11m.
- 5.4 Assessment of the HIF Bid commenced in June and it is anticipated that a funding decision will be made by Government later this year. The Government's Bid Assessment Team met with the Highway Authority and the Borough Council on 3 July 2019, visited a number of Local Plan sites and remains in close liaison with the Bid partners whilst it continues to assess the submitted bid.
- 5.5 The bid partners remain optimistic that the HIF Bid will be successful, particularly in light of the success of HIF funding being achieved in nearby Woking Borough, whose bid secured funding to improve elements of the A320 within its administrative area, as part of a wider bid for HIF support. However, as one would expect, the highway authority is also continuing to explore other avenues of funding should its HIF bid not succeed.
- 5.6 If Surrey County Council is successful in securing HIF funding, this will enable forward funding of all the required mitigation works along the A320 North of Woking corridor to be delivered by March 2024.
- 5.7 As highway authority, Surrey County Council has confirmed it will take the client role in delivering the improvement works. That does not preclude the ability of the County Council to agree with another party (such as a developer reliant on any element of the improvement works needed), that an element of the improvement works can be delivered separately, in order to facilitate an earlier or more cost-effective delivery of the improvement needed, but it is Surrey County Council's preference to deliver the improvement works itself.
- 5.8 It is also the expectation of Highways England that the County Council will ensure the delivery of improvements required to M25 Junction 11 as part of the overall programme

of improvement works to be undertaken and that improvements to Junction 11 should be completed as soon as possible within any final phasing of works agreed.

5.9 Surrey County Council has confirmed that it operates a three-stage design process following the feasibility stage of a project:

- Stage 1 – outline design (work up the feasibility layouts to enable an effective scheme) and surveys and investigations (including but not limited to ground investigations, topographical surveys, utility searches, land identification etc.)
- Stage 2 – finalise design such that the design can be constructed without ‘material change’ for sign off.
- Stage 3 – detailed design including tender preparation, detailed drawings, contract documents, BofQ, and constraints.

5.10 The County Council is just about to appoint a professional team who will undertake Stage 1 and 2 design work for the improvement scheme.

5.11 Based on guidance the bid assumed that HIF funding confirmation would be given at the end of May 2019, Surrey County Council had expected to appoint the multi-disciplinary design consultant at the end of August 2019. However, with the delay in any funding announcement now unlikely until the end of 2019, the County Council has instead secured forward funding from the LEP, which it is match funding to enable the appointment of design consultants, in line with the delivery timetable set out in the HIF bid.

5.12 The timetable to deliver the A320 Improvement Programme set out in the HIF bid is repeated below.

July 2019	Appointment of multi-disciplinary design consultant
July 2019- Aug 2020	Scheme design
May/June 2020	Public consultation on proposed schemes
August 2020	Approved scheme for construction
Sept 2020 – Dec 2020	Tender document preparation
January 2021	Start tender
October 2021	Tender award for construction of works
Nov 2021	Phase 1 enabling works start
Jan 2022	Phase 1 main construction works start
Nov 2022	Phase 2 enabling works start
Jan 2023	Phase 2 main construction works start
Mar 2023	Phase 1 completion of works
Mar 2024	Phase 2 completion of works

- 5.13 The County Council is of the view that the initial delay in appointing design consultants will not delay the timetable for completing the improvement works.

## **6. Other Potential Funding Mechanisms**

- 6.1 Mindful that HIF funding is not yet guaranteed, and that alternative funding may need to be secured, Transport for the South East (TfSE) submitted an Expression of interest (EOI) to Government in respect of Major Road Network (MRN) funding in July 2019. The outcome of the EOI is currently awaited. Any successful funding achieved through MRN would also require a level of match funding from the local authorities, which is understood to be 15%. This match funding would be expected to be delivered through clawback from development sites which are dependent on the A320 improvement works being completed.
- 6.2 In the event that neither HIF nor MRN bids are successful (which is considered unlikely), the highway authority and the Borough Council will look to review their collective ability to draw funds from the Public Works Loan Board (PWLB) to help deliver the improvement works, with development contributions providing a significant element of funding towards completion of the works.
- 6.3 The extent of financial contributions from development proposed in the Local Plan and the mechanisms for securing those contributions in a 'fair and reasonable' way are discussed below.

## **7. The Approach to Securing Developer Contributions towards A320 Improvement Works**

- 7.1 The Borough Council, as local planning authority, has the ability to enter into S106 agreements and/or a Community Infrastructure Levy (CIL) to secure developer contributions or delivery of identified mitigation schemes. Regulation 123 of the Community Infrastructure Levy Regulations 2010 (as amended) limited the pooling of planning obligations to 4 or less per infrastructure project/type. This Regulation was revoked in the amended Community Infrastructure Levy Regulations on the 1<sup>st</sup> September 2019 and the Council can now enter into more than 4 obligations per infrastructure project/type. The Council can also consider developing a CIL charge, if it is viable to do so.
- 7.2 The A320 corridor improvement works are considered critical for the delivery of the Local Plan, without which both housing delivery and economic growth in the Borough would be severely constrained. Regardless of whether HIF or alternative public funding is secured, it would be expected that S106 planning obligations, CIL or a tariff-based approach would need to be adopted by the Council to help deliver the A320 corridor improvements.
- 7.3 The HIF bid suggests how a 25% clawback requirement could be met from those Local Plan site allocations which are identified as being closely dependent on the completion of the A320 corridor improvement works.
- 7.4 In addition to the A320 'dependent' sites, it will also be feasible for other sites subject to CIL to deliver additional funding which could be prioritised towards the A320 improvement works.

7.5 The Council has recently started preparing a draft Infrastructure Delivery & Prioritisation SPD and in tandem, has begun its preparatory work on a draft CIL Charging Schedule. The draft SPD and CIL Charging Schedule are timetabled for public consultation for 4 weeks up to the end of February 2020, with the intention that both will be adopted by October 2020, shortly after the adoption of the Local Plan. A detailed project timetable for the SPD and CIL production is set out in Appendix 1. The SPD will cover the following:

- Approach to prioritising infrastructure funding and spending;
- Use of planning obligations and CIL for infrastructure and which development/infrastructure types/scales apply to each;
- Tariff approach to S106 contributions prior to and after implementation of CIL and apportionment of the tariff;

7.6 Assuming a specific tariff-based approach for ensuring fair and reasonable contributions towards the A320 improvement works is adopted, there are two possible routes for introducing the tariff; either through planning obligations in S106 agreements or through the Community Infrastructure Levy (CIL). It may be that the Council will choose both routes to implement a tariff, albeit ensuring that mechanisms are put in place to avoid 'double dipping' so that the same development does not contribute towards the same infrastructure project through both CIL and S106.

7.7 In terms of S106, any planning obligation which is secured to help deliver the A320 improvement works, will have to meet the legal requirements set out in regulation 122 of the Community Infrastructure Levy Regulations 2010 (as amended) and now also set out in paragraph 56 of the NPPF (2019). This requires that a planning obligation is:

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- Necessary to make the development acceptable in planning terms;

The Council's transport evidence (SD\_015B & SD\_015H) identify that the levels of growth in the Runnymede Local Plan 2030 will be considered severe by the impact on the A320 corridor in the absence of any mitigation. Given this finding, development cannot proceed without such mitigation and a contribution is required to make the development acceptable in planning terms.

- Directly related to the development;

This will be considered through the Infrastructure Delivery & Prioritisation SPD to ensure A320 contributions are directly related to the development. However, given that A320 mitigation is required to enable delivery of the Local Plan as a whole this could apply to all sites coming forward over the plan period.

- Fairly and reasonably related in scale and kind to the development

The tariff approach and how this will be apportioned will be considered through the Infrastructure Delivery & Prioritisation SPD and will ensure that any contributions are fairly and reasonably related in scale and kind.

7.8 Planning obligations will also have to meet the advice in the Written Ministerial Statement of 28th November 2014 which sets out that for sites of 10 units or less, tariff style contributions should not be sought. As such, small sites of 10 or less units would not be able to contribute towards A320 mitigation through use of planning obligations and would not be factored into the Council's tariff.

- 7.9 S106 planning obligations also allow the potential for developers to bring forward physical improvements on the corridor themselves through S278 agreements with the Highways Authority rather than contribute solely through a tariff. Whether or not the highway authority considers this to be the most appropriate approach will need to be considered at the application stage through individual Transport Assessments and Travel Plans, this could allow earlier delivery of some sites or elements of the proposed A320 improvement works.
- 7.10 In developing a CIL, the council recognises that CIL is a non-negotiable contribution and would be applied to all developments where a CIL rate is charged. CIL regulations allow charging authorities to set differential CIL rates on the basis of location, type and/or scale of development. As such, there is a mechanism to charge differential rates for large sites which would reflect their requirements to deliver site specific infrastructure through S106 or their exclusion from CIL provided this is based on evidence of economic viability. This would enable the Council to ensure that CIL rates reflect a requirement for larger sites to pay an A320 tariff through S106 rather than CIL, depending on the funding solution delivered.
- 7.11 The Council will confirm its approach to S106 obligations and the potential for differential or nil rates through the course of CIL preparation. The table below sets out the estimated level of net residential development to come forward for the remainder of the Local Plan period and the amount of CIL that could potentially be raised depending on the rate set. Rates shown have been informed by the lowest and highest rates already set within Surrey as an indicator of the range of where a Runnymede CIL could be set. In all scenarios sufficient CIL would be raised to ensure the 25% (£11m) clawback suggested in the HIF Bid.

**Table 1: Indicative CIL Revenue from Housing Development for the remaining Plan Period**

<b>Total Net Floorspace (sqm)</b>	<b>CIL @ £75 (Woking)</b>	<b>CIL @ £150</b>	<b>CIL @ £200</b>	<b>CIL @ £250</b>	<b>CIL @ £300</b>	<b>CIL @ £435 (Waverley)</b>
<b>194,069</b>	<b>£14.5m</b>	<b>£29.1m</b>	<b>£38.8m</b>	<b>£48.5m</b>	<b>£58.2m</b>	<b>£84.4m</b>

- 7.12 Other uses (other than housing) may also be capable of impacting on the A320 corridor including significant employment uses.



## 8. A320 Viability Update

- 8.1 To better understand the potential of Local Plan sites impacting on the A320 to contribute reasonably and fairly towards the proposed A320 improvement works, the council instructed Andrew Golland Associates to test their viability.
- 8.2 The HIF bid suggests the Council might seek to clawback 25%, or £11m of the costs of the A320 improvement works in due course. Any successful HIF funding allocation could also be conditioned to require a higher level of clawback from development and this level of potential clawback is being tested by the Government's Bid Assessment Team.
- 8.3 The Runnymede A320 Impact and Longcross Garden Village Viability Study (examination document RBCLP\_51) assesses the viability of each of the Local Plan sites dependent on the A320 improvement works taking account of all cost requirements arising from proposed Local Plan policies including affordable housing, sustainable design and individual site infrastructure requirements. If a site demonstrates that its residual land value (RLV) is greater than a benchmark land value (BLV), even after all development costs have been taken into account then clearly, there is scope to seek additional developer contributions towards the A320 works.
- 8.4 The Viability Study clearly demonstrates that RLVs sit comfortably above BLV for all allocations tested including the site at Longcross Garden Village. Not only do RLVs sit above BLVs but they do so at a level where delivering a 25% clawback on HIF through additional developer contributions is viable and would not push the margins of viability on any site. This is illustrated in Table 2 below, which highlights the cumulative difference between RLV and BLV for all sites to be in the region of £190m, or £96m if a 50% discount is applied as a viability buffer. Indeed, Dr Andrew Golland's Viability Study indicates the potential for viable contributions significantly in excess of the £11m required to deliver 25% clawback.

**Table 2: Difference between RLV and BLV of Affected Allocation Sites**

Site	RLV	BLV	RLV-BLV
SD10 – Longcross Garden Village	£131.2m	£60m	£71.2m
<b>SL3 – Hanworth Lane</b>	N/A	N/A	<b>£827,604*</b>
SL6 – Pyrcroft Road	£34.1m	£2.1m	£32m
SL11 – Vet Labs	£9m	£1.74m	£7.26m
SL12 – Ottershaw E	£28.5m	£2.44m	£26.06m
<b>SL13 – St Peter's</b>	N/A	N/A	<b>£1.7m*</b>
SL14 - Bittams A	£19.7m	£2.59m	£17.11m
SL15 - Bittams B	£13.5m	£1.44m	£12.06m
SL16 - Bittams C	£0.62m	£0.48m	£0.14m
SL17 - Bittams D	£14.4m	£1.06m	£13.34m
SL18 - Bittams E	£9m	£0.88m	£8.12m
<b>Total</b>	<b>£260m</b>	<b>£73m</b>	<b>£190m</b>
<b>Total with 50% Discount</b>			<b>£96m</b>

\* Actual contribution secured toward A320 Interventions in signed S106 agreements.

## 9. Local Plan Housing Trajectory and Housing Land Supply Update

### Housing Trajectory

- 9.1 Taking account of the timeline to complete the A320 improvement works by March 2024, the Borough Council has reviewed the Local Plan housing trajectory of sites dependent upon the A320 improvement works being brought forward. In parallel, it has updated its housing monitoring to take account of housing completions in 2018/19 and has refreshed its calculation of housing land supply to take account of the changes.
- 9.2 In terms of the housing trajectory of A320 dependent sites, the table included at Appendix 2 indicates the revised housing trajectory the Council considers to be appropriate, mindful of the need to complete the improvement works to the A320, before all development impacting on the A320 (or M25 Junction 11) could come forward for occupation.
- 9.3 The revised SHAR does not indicate a point at which the level of planned development impacting on the A320 would become problematic, and discussions with Surrey County Council have indicated that it would prefer to assess developments on a case by case basis, taking account of the outcome of transport assessments which accompany planning applications.
- 9.4 In respect of M25 Junction 11, the Council's discussions with Highway England have also acknowledged that a level of development can continue to come forward in parallel to the delivery and completion of the A320 improvement works, in order to facilitate delivery of development in accordance with the Local Plan strategy, but also to enable the local planning authority to secure earlier financial contributions as part of the clawback of costs for the A320 improvement scheme.
- 9.5 Both Surrey County Council and Highways England set out their agreed positions in this respect in their updated Statements of Common Ground (SoCG) with the Borough Council.
- 9.6 In practice, as Appendix 2 illustrates, of the 3,728 dwellings (excluding traveller pitches and travelling show person plots) planned to come forward in the Local Plan on A320 dependent sites, some 882 dwellings have already been permitted by the Borough Council, which are able to be delivered without full completion of the A320 works. Some of these permitted schemes have already agreed S106 contributions towards the A320 works and/or have agreed to directly provide for highway improvements along the A320 (the St. Peters Hospital scheme, for example).
- 9.7 The trajectory set out at Appendix 2 indicates that 159 dwellings have already been completed from A320 dependent sites (from land at Hanworth Lane, Chertsey and Longcross North). A further 1,587 dwellings are planned to come forward for completion in the next 5 years from 2019/20 to the end of 2023/24, when the A320 improvement works are scheduled for completion. Of these 1,587 dwellings, 672 dwellings already have planning permission and are shown to come forward for completion before completion of the A320 improvement works.
- 9.8 Of the remaining 915 dwellings illustrated for completion in the trajectory up to the end of 2023/24, in parallel to completion of the A320 improvement scheme, it is expected that a further 590 new dwellings will be built at Longcross in the period 2019/20 to 2023/24. This takes account of the developer's current thoughts regarding the nature of

development it is now proposing on the remaining part of Longcross North which will come forward as private rented sector (PRS) housing, built as flatted development, and its intention to start development on Longcross South in 2021/22, rather than 2020/21, as previously envisaged. Mindful of the potential impact of this additional housing development on the A320 prior to completion of the A320 improvement works and the aspiration to see those works substantially completed in parallel with letting its proposed employment space, Crest Nicholson has also indicated that, in practice, it would not expect to begin implementing a significant proportion, or potentially all, of the remaining 62,260m<sup>2</sup> of permitted employment space at the Longcross Business Park until August 2023 (being the latest implementation date permitted under the existing planning permission at Longcross North). This would enable a continuation of housing completions as shown in the revised trajectory at Appendix 2.

- 9.9 The remaining 325 housing completions shown in the revised housing trajectory comprise the forecast completion of 150 dwellings on the site at Chertsey Bittams D, and the potential completion of up to 25 dwellings on the remainder of the Hanworth Lane site (the part as yet unpermitted) and each of the Local Plan allocations at Chertsey Bittams A, E and B, Chilsey Green Farm, Pycroft Road, the Veterinary Laboratory site and Ottershaw East. The development of Chertsey Bittams D of course, is a redevelopment of an existing office use where traffic impacts onto the A320 and SRN would be 'traded off' against the potential of continuing office use of the site.
- 9.10 The impacts on the A320 of enabling this level of additional housing development to come forward in parallel with the completion of the A320 improvement works are considered to be relatively insignificant, though they would of course be tested through detailed transport assessments which accompany planning applications as they come forward. In this context, the Borough Council is of the clear view that the Local Plan strategy remains sound and deliverable.

#### Housing Land Supply

- 9.11 Taking account of the revised housing trajectory set out in Appendix 2, the Borough Council has also reviewed its estimate of housing land supply, which it supplied to the Inspector in its statement in response to Matter 8 in the Stage 2 hearings. Attached at Appendix 3 is the Council's revised housing land supply.
- 9.12 Appendix 3 shows that as a result of pushing back some development of A320 dependent sites, the level of comfort in seeking to ensure a 5-year housing land supply from 2019/20 to 2023/24 is marginal at 5.07 years. Despite this marginality, the appendix calculates that in total, some 3517 dwellings would be expected to be completed in the period 2019/20 to 2023/24. Over the 5-year period, at an average of 703 completions per annum, this is above the 498 dwelling completions per annum needed across the Local Plan period. It also provides for the Borough to catch up with the level of under delivery experienced in the first four years of the Plan period to date. In this context, the level of housing land supply which results from the revised housing trajectory is considered acceptable and supports the appropriateness of the strategy set out in the Local Plan.

9.13 Overall, against a need for 7507 new homes to be provided in the Local Plan period to 2030, the revised housing trajectory suggests the potential provision of some 7920 new homes. A summary of the Council’s Housing Land Supply is also set out below:

	New housing units (2015-16)	New housing units (2016-17)	New housing units (2017-18)	New housing units (2018-19)	New housing units (2019-20)	New housing units (2020-21)	New housing units (2021-22)	New housing units (2022-23)	New housing units (2023-24)	New housing units (2024-25)	New housing units (2025-26)	New housing units (2026-27)	New housing units (2027-28)	New housing units (2028-29)	New housing units (2029-30)	Total New Housing Units
<b>Total</b>	405	160	618	445	536	671	797	910	603	877	702	402	320	264	210	7,920
	3,517															
	Five year need in that year															
<b>Target</b>	535	498	498	498	498	498	498	498	498	498	498	498	498	498	498	498
Delivery against target	-130	-338	120	-53	38	173	299	412	105	379	204	-96	-178	-234	-288	
Deficit/excess	-130	-468	-348	-401	-363	-190	108	520	626	1,005	1,208	1,113	935	701	413	

Buffer	120%		19/20-23/24	20/21-24/25
		Years	5.07	5.63
		Excess/deficit	47	434
		5y supply	3,517	3,857
		5y need	3,469	3,424

9.14 Furthermore, it is also the case that by 2023/24 the Council will be in the process of reviewing the Local Plan and if A320 sites are not coming forward as expected at this time, the Council will have the opportunity to look for additional sites.

**10. Update to the Local Plan SA/SEA**

10.1 The Council has instructed its SA/SEA consultants Rambolls, to update the Local Plan SA/SEA to take account of the additional work undertaken by the Council. The consultants have been asked to review all of the technical work undertaken since the conclusion of the Stage 2 hearing in February 2019, which includes:

1. M25 Traffic Impact Assessment (May 2019) – Arcadis (examination document RBCLP\_45)
2. Updated Strategic Highway Assessment Report (SHAR) (June 2019) – Surrey County Council (examination document RBCLP\_47)
3. M25 Junction 11 & 13 – Step 2 Traffic Concept Report (September 2019) – Arcadis (examination document RBCLP\_49)
4. M25 Junction 11 – Feasibility Study Report (September 2019) – Arcadis (examination document RBCLP\_50)
5. Runnymede A320 Impact and Longcross Garden Village Viability Study (September 2019) – Andrew Golland Associates (examination document RBCLP\_51)
6. This A320 Update Paper (September 2019) – Runnymede Borough Council (examination document RBCLP\_52)

10.2 The consultants have also been requested to take reference to the draft Statements of Common Ground (SoCGs) being finalised between; Runnymede Borough Council and Highways England; Runnymede Borough Council and Surrey County Council and; Runnymede Borough Council and Crest Nicholson.

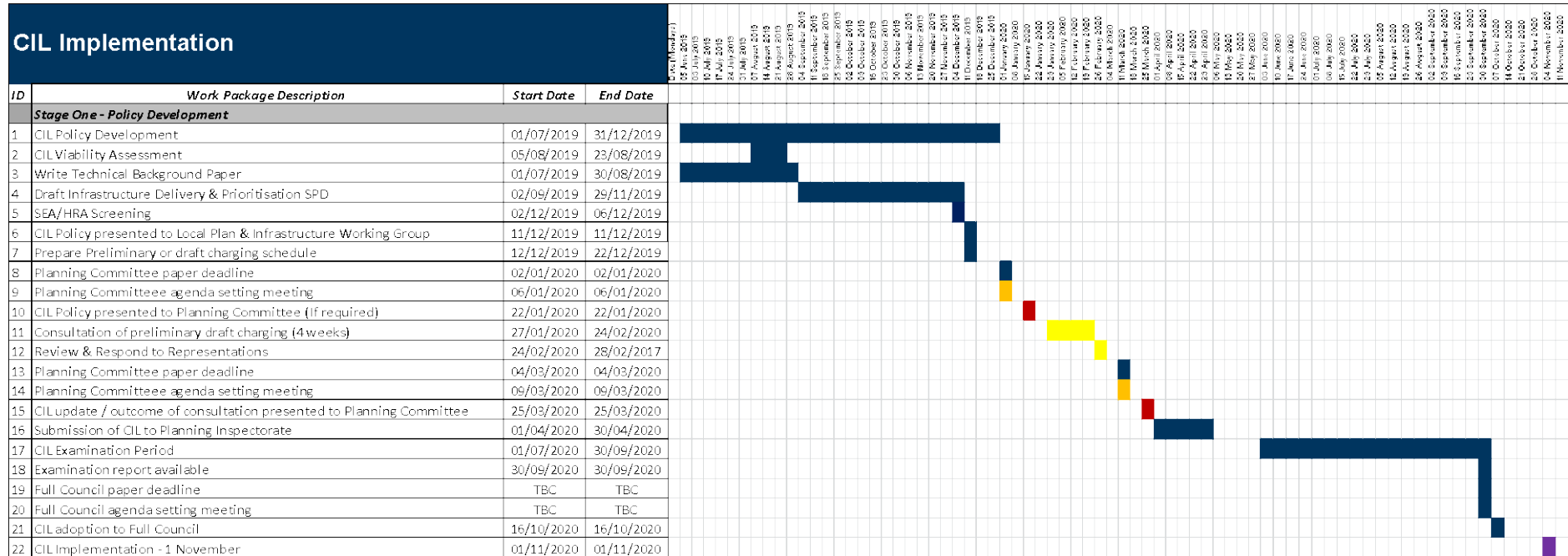
10.3 At the time of preparing this update paper, the consultants have not completed their work. The Borough Council has instructed Rambolls to complete their SA/SEA update in order that it can be published on the Examination website on Friday 20 September 2019.

## 11. Conclusions

11.1 Noting the progress and position set out in this Update Paper, the Council concludes that:

- The impacts on the A320 of development proposals set out in the Local Plan will be satisfactorily mitigated through the scheme of mitigation works being developed by Surrey County Council;
- The impacts on the strategic road network (SRN) along with a scheme of mitigation for M25 Junction 11 have been agreed with Highways England and as such Highways England has agreed to withdraw its objection to the Local Plan;
- The mitigation scheme is currently being progressed by Surrey County Council to enable full completion of the works to the A320/M25 Junction 11 by the end of March 2024;
- The County Council, in partnership with Runnymede Borough Council has an active HIF Bid and is also considering bids for alternative funding should HIF funding not come forward;
- The updated viability work indicates that development sites dependent upon the A320/M25 Junction 11 improvement works going ahead are sufficiently viable to deliver at least the 25% 'clawback' which may be required by Government if HIF funding is secured. CIL may also provide additional funding towards the proposed improvement works;
- The council is making good progress in preparing a S106 approach and its CIL to help secure fair and reasonable contributions towards the A320/M25 Junction 11 improvement works and expects to have an adopted CIL by October 2020;
- The Council's housing trajectory has been revised to take account of the need to 'push back' some of the development previously expected to take place in the early part of the Plan period, so that the level of development coming forward does not unacceptably impact on the A320/M25 Junction 11 prior to the full completion of the improvement works;
- This revised trajectory indicates the ability of the Local Plan to deliver fully against its identified housing needs and the Local Plan strategy therefore remains sound;
- The revised trajectory also delivers a 5-year housing land supply in the period up to the end of 2024.

## Appendix 1: CIL & Infrastructure Delivery & Prioritisation SPD Project Timetable



Appendix 2 A320 dependent sites

Site	Total site capacity	New housing units (2015-16)	New housing units (2016-17)	New housing units (2017-18)	New housing units (2018-19)	New housing units (2019-20)	New housing units (2020-21)	New housing units (2021-22)	New housing units (2022-23)	New housing units (2023-24)	New housing units (2024-25)	New housing units (2025-26)	New housing units (2026-27)	New housing units (2027-28)	New housing units (2028-29)	New housing units (2029-30)
Land at Hanworth Lane, Chertsey	340	0	0	12	50	68	50	50	58	25	27	0	0	0	0	0
Chertsey Bittams (Parcel A - Green Lane)	175	0	0	0	0	0	0	0	0	25	75	75	0	0	0	0
Chertsey Bittams (Parcel D - Parklands (part))	200	0	0	0	0	0	0	50	50	50	50	0	0	0	0	0
Chertsey Bittams (Parcel E - East of Wheelers Green)	105	0	0	0	0	0	0	0	0	25	40	40	0	0	0	0
Longcross North (Garden Village)	426	0	0	64	33	66	23	120	120	0	0	0	0	0	0	0
Longcross South (Garden Village)	1320	0	0	0	0	0	0	50	150	150	170	175	175	150	150	150
St Peter's Hospital, Guildford Road, Chertsey	408	0	0	0	0	0	8	87	209	53	51	0	0	0	0	0
Chilsey Green Farm, Pyrcroft Road, Chertsey	275	0	0	0	0	0	0	0	0	25	70	70	70	40	0	0
Chertsey Bittams (Parcel B - Woodside Farm)	120	0	0	0	0	0	0	0	0	25	50	45	0	0	0	0
Central Veterinary Lab (Parcel B), Row Town	150	0	0	0	0	0	0	0	0	25	75	50	0	0	0	0
Chertsey Bittams (Parcel C - Land East of Woodside Farm)	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0
Ottershaw East	200	0	0	0	0	0	0	0	0	25	65	65	45	0	0	0
<b>TOTAL</b>	<b>3728</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>83</b>	<b>134</b>	<b>81</b>	<b>357</b>	<b>587</b>	<b>428</b>	<b>673</b>	<b>520</b>	<b>290</b>	<b>190</b>	<b>159</b>	<b>150</b>

**TOTAL to 2030** 3728

**TOTAL completions to March 2024** 1746

**TOTAL occupation to March 2024** 1571

**SHORTFALL** 0

 Sites with Planning Permission

**Note to Appendix 2:** The trajectory set above shows the Council's forecast for 1746 dwellings to be completed from sites relying on the A320 improvement works, before those works are scheduled to complete in March 2024. The estimate of 1571 dwellings 'to be occupied' in that period, indicates the Council's view that a number of the small to medium size allocation sites dependent upon the A320 improvement works, will start to build and complete homes in the lead up to the March 2024 date, but would be restricted for occupation (via planning condition), until the actual completion of the works at the end of March 2024. When the A320 works complete on that date, the restriction upon occupation will end.

The difference between the dwellings forecast for completion (1746) and dwellings forecast for occupation (1571) is **175** dwellings. These are made up from the sites listed below:

1. **Land at Hanworth Lane, Chertsey:** (52 dwellings to be conditioned to restrict occupation until after completion of A320 works, with first **25** dwellings forecast to complete in 2023/24)
2. **Chertsey Bittams A:** (175 dwellings to be conditioned to restrict occupation until after completion of A320 works, with first **25** dwellings forecast to complete in 2023/24)
3. **Chertsey Bittams E:** (105 dwellings to be conditioned to restrict occupation until after completion of A320 works, with first **25** dwellings forecast to complete in 2023/24)
4. **Chilsey Green Farm, Pycroft Road, Chertsey:** (275 dwellings to be conditioned to restrict occupation until after completion of A320 works, with first **25** dwellings forecast to complete in 2023/24)
5. **Chertsey Bittams B:** (120 dwellings to be conditioned to restrict occupation until after completion of A320 works, with first **25** dwellings forecast to complete in 2023/24)
6. **Central Veterinary Lab Site:** (150 dwellings to be conditioned to restrict occupation until after completion of A320 works, with first **25** dwellings forecast to complete in 2023/24)
7. **Ottershaw East:** (200 dwellings to be conditioned to restrict occupation until after completion of A320 works, with first **25** dwellings forecast to complete in 2023/24)

The Council does not envisage needing to restrict occupation on the quantum of housing shown in the forecast for Longcross village up to March 2024, due to the assumption that the substantial quantum of estimated trips from the permitted commercial development at Longcross will not be generated until after March 2024 (see Section 9 (para. 9.8) of the Update Paper and the SoCG between the Council and Crest Nicholson (RBCLP\_56). Similarly, the Council does not envisage the need to restrict occupation of the remaining development of Chertsey Bittams D, as explained in Section 9 (para 9.9) of the Update Paper.



Appendix 3 Revised Housing Land Supply

	Site	Total site capacity	New housing units (2015-16)	New housing units (2016-17)	New housing units (2017-18)	New housing units (2018-19)	New housing units (2019-20)	New housing units (2020-21)	New housing units (2021-22)	New housing units (2022-23)	New housing units (2023-24)	New housing units (2024-25)	New housing units (2025-26)	New housing units (2026-27)	New housing units (2027-28)	New housing units (2028-29)	New housing units (2029-30)
<b>C3 accom</b>	<i>Completions</i>	565	405	160													
	Land at Hanworth Lane, Chertsey	340			12	50	68	50	50	58	25	27					
	Brunel university site	110			36		54	20									
	Luddington House, Stroude Road, Egham	8					8										
	Webbs, The Green, Englefield Green	14										14					
	Egham Gateway East High Street, Egham	45								45							
	Egham Gateway West	100						100									
	Chertsey Opportunity Area	168			26			8				6	70	58			
	Chertsey Bittams (Parcel A - Green Lane)	175									25	75	75				
	Chertsey Bittams (Parcel D - Parklands (part))	200							50	50	50	50					
	Chertsey Bittams (Parcel E - East of Wheelers Green)	105									25	40	40				
	Virginia Water North	120						50	36	15	13						6
	Thorpe Lea Road West, Egham	250					20	65	65	50	50						
	CABI, Bakeham Lane, Egham	25										25					
	Ongar Hill Brick Works, Ledger Drive, Row Town	12										12					
	Alwyn House, Windsor Street, Chertsey	35											35				
	Pantiles Nursery, Almners Lane	20							20								
	Longcross (Garden Village)	1746			64	33	66	23	170	270	150	170	175	175	150	150	150
	Blays House, Blays Lane, Englefield Green	100					8			30	32	30					
	Units 1 & 1a Downside, Chertsey	30										30					
	St Peter's Hospital, Guildford Road, Chertsey	408						8	87	209	53	51					
	Virginia Water South	140						50	50	40							
	Land at Hurst Lane, Egham	10													10		
	Chilsey Green Farm, Pycroft Road, Chertsey	275									25	70	70	70	40		
	Central Veterinary Lab (Parcel B), Row Town	150									25	75	50				
	Chertsey Bittams (Parcel B - Woodside Farm)	120									25	50	45				
	Chertsey Bittams (Parcel C - Land East of Woodside Farm)	9														9	
	Egham Library, opportunity area	40													40		
	Thorpe Lea Road North, Egham	90							40						50		
	Ottershaw East	200									25	65	65	45			
	Addlestone West Station Road	73								73							
	Addlestone East opportunity area	65							65								
	Garage site, Trumps Green Road	5												5			
	9-11 Victoria Street	10										10					
	High Street North-Opportunity Area	50														50	
	Coltscroft, Rosemary Lane, Thorpe	24											24				
	Thorpe Park farm	20											20				
	Marshall Place Open Space	10				10											
	Land at Howards Lane	6										6					
	Brackendene Lodge, Woburn Hill	10											10				
	Trys Hill Farm	6									6						
	Villa Santa Maria	9										9					
	Brox End Nursery	40						40									
	Coombelands, Hartlands Road	40					40										
	Sandhills and Lyne Lane	11											11				
	Barrsbrook and Barrsbrook cattery	5					5										
	Padd Farm	5							5								
	Wick Road, Englefield Green (Reserve Site)	89			89												
	The Black Horse, New Haw Road	9			9												
	The Old Police Station, Egham	15				15											
	Two Bridges Guildford Street Chertsey	13										13					
	1 High Street & 2 Church Road	5					5										
	10-22 High Street, Addlestone	14						14									
	11 Osborne Road Egham	7				7											

	Pinewood Court, Crockford Park Road	5				5											
	120-122 Bridge Road	22				22											
	Land west of Roccas Cottage, Great Grove Farm	6					6										
	Land at Cherrywood Avenue and Ilex Close	12				12											
	Land at Aviator Park, Station Road	212			38	53	25	58	38								
	LA Motor Company Ltd 302 Woodham Lane	14						14									
	160-162 High Street	10					10										
	16-18 Victoria Street, Englefield Green	5				5											
	18-20 St Georges Road	7						7									
	219, 221 and 225 Station Road Addlestone	6					6										
	Dial House, Englefield Green	6					6										
	2-4 Station Parade	8					8										
	Addlestone One	188			188												
	Jasmine Cottage, 1 & 2 Home Farm Cottages, Home Farm Stroude Road	7						7									
	53 Hare Hill Addlestone	5				5											
	Sayes House, Sayes Court Farm Drive	7					7										
	Fermoyle House	14						14									
	The Compasses	8					8										
	33 Station Road, Egham	15							15								
	Hannover House	14				14											
	9 Rusham Road	8				8											
	Badgerswood, Slade Court	14							14								
	37-39 Farleigh Road	5							5								
	16 Hanworth Lane	7							7								
	Garages at Ripley Avenue and part of land at Dunkirk Nurseries	15							15								
	85 Guildford Street	7				7											
	76 Liberty Lane and 2 Fieldhurst Close	6							6								
	Unit 2, Stoneylands Road	14					14										
	Estate Regeneration	170						40	25	30	25	30	20				

<b>15% discount</b>	Discounted 15% on certain C3 sites for non-implementation	<b>-134.85</b>	0.00	0.00	0.00	0.00	-8.40	-20.70	-16.65	-3.75	-0.90	-23.25	-25.50	-13.20	-7.50	-12.00	-3.00
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<b>Specialist-older Ratio</b>	<b>329.1</b>	~14 (4*)															
	<b>1.8</b>																
	Parklands	93			93(31)												
	Brunel University Site, Coopers Hill Lane, Englefield Green 78 + 50(17)	128				78		50(28)									
	62,63 & 64 The Avenue, Egham	80				80(44)											
	Queen Elizabeth House, Torin Court, Englefield Green	47					47(26)										
	<b>Lower Longcross</b>	60						60(33)									
	Cemex House	60						60(33)									
	Brockhurst	14						14(8)									
	Bourne Car Park	58			58(32)												
	The Compasses 26-28 London Street ~13	-4				-7											
	Fermoyle ~32 and 1 c3	-12				-7											
	17 & 18 Thorpe Road, Staines	29				29											
	<i>*Numbers in brackets represent the C3 equivalent</i>																

[s 1.8 \(p10 of the HDT 2018 measurement technical note\)](#)

<b>Specialist-older 15% discount</b>	<b>307.8</b>	<b>-21.4</b>					-11.02	-6.17	-4.17								
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[p10 of the HDT 2018 measurement technical note\)](#)

<b>Student</b>	Brunel University Site, Coopers Hill Lane, Englefield Green	499				499											
	Royal Holloway University, Egham	1550			621		465	464									
	Royal Holloway University, Egham	1100						220	220	220	220	220					
	Crest House, 53 Station Road, Egham	14					14										
	Egham Gateway West, Egham	77						77									
	40-44a High Street, Egham (Strodes)	107						107									
	Church of Assumption	166							166								
	Total Student Pipeline	<b>3513</b>															
	Total RHUL driven Student need	3327															
	Student bedspace excess/deficit	186	0	32.87959	26.4	25.4	46.0	20.4	11.6	11.6	11.6	0.0	0	0	0	0	0

%age of student housing = to excess 5.3

Excess/Deficit student bedspace C2 contribution	74.4	0	13.2	10.6	10.1	18.4	8.2	4.7	4.7	4.7	0	0	0	0	0
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Ratio	2.5
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<b>Windfall and prior approval</b>	Small scale Windfall	338			49	44	24.5	24.5	24.5	24.5	21	21	21	21	21	21	
	Prior approval (large and small)	367			63	112	19.3	19.3	19.3	19.3	16.4	16.4	16.4	16.4	16.4	16.4	
<b>Total</b>		<b>7,889</b>	<b>405</b>	<b>160</b>	<b>618</b>	<b>445</b>	<b>536</b>	<b>671</b>	<b>797</b>	<b>910</b>	<b>603</b>	<b>877</b>	<b>702</b>	<b>402</b>	<b>320</b>	<b>264</b>	<b>210</b>
	Five year need in that year						3,517										
<b>Target</b>			535	498	498	498	498	498	498	498	498	498	498	498	498	498	498
	Delivery against target		-130	-338	120	-53	38	173	299	412	105	379	204	-96	-178	-234	-288
	Deficit/excess		-130	-468	-348	-401	-363	-190	109	520	626	1,005	1,208	1,113	935	701	413

7,920  
7,920

<b>Traveller pitches/plots</b>	Chilsey Green Farm, Pyrcroft Road, Chertsey	5								5						
	Lower Longcross (Garden Village)	10									10					
	Central Veterinary Lab (Parcel B), Row Town	2										2				
	Chertsey Bittams (Parcel B + C Green Lane)	14					1				11	2				
	Chertsey Bittams (Parcel A Green Lane)	5									3	2				
	Thorpe Lea Road North, Egham	2					1		1							
	Thorpe Lea Road West, Egham	3							2						1	
	Ottershaw East	2									2					
	Virginia Water South	2							2							
	Little Almners	20								20						
	Walnut Tree Farm	28								28						

93

Buffer	120%		19/20-23/24	20/21-24/25	21/22-25/26	22/23-26/27	23/24-27/28	24/25-28/29	25/26-29/30
	years supply		5.07	5.63					
	excess/deficit		48	434					
	5 year supply		3517	3858					
	5 year need		3469	3424					