

Appendix 1

SUMMARY OF ENVIRONMENTAL APPRAISAL

ENVIRONMENTAL APPRAISAL SUMMARY

An environmental appraisal of the Local Plan has been undertaken at both Pre-Deposit and Draft Deposit stages. Full details are contained in the Environmental Appraisal.

It has been carried out in response to Planning Policy Guidance Note 12 “Development Plans”. Although not a statutory requirement, undertaking an environmental appraisal of the review of the Local Plan was considered very beneficial in accommodating the growing awareness of, and need to consider, sustainability issues and environmental concerns.

The approach taken is broadly based on the Department of the Environment good practice guide—Environmental Appraisal of Development Plans, published in 1993. The methodology can be found in Topic Paper 11 of the Pre-Deposit Draft, reproduced with minor amendments in Environmental Appraisal Background Paper, chapters 2-5.

RESULTS

Scoping the Plan

Ten Issues were identified in PPG’s which remain uncovered by policies or guidance in the draft deposit version. Of these, two are policy matters, one in respect of the Green Belt and one in respect of conserving the natural beauty and amenity of the land.

Local Plan Strategy Consistency Analysis

The aims of the Local Plan strategy are broadly consistent but there are two key areas where compatibility is dependent on resolving potential conflicts. Meeting structure plan requirements and special needs may not be compatible with achieving sustainable development and the increased use of forms of transport other than the car; and providing for new development may lead to increased traffic congestion. This conclusion is predictable, but draws attention to inevitable tensions between strategies that attempt both to accommodate ever increasing demands for new development, and not only to maintain sustainability principles but to improve performance in this regard.

The appraisal of individual objectives identified particular conflicts between Local Plan interpretation of Structure Plan objectives and environmental stock criteria. These are not simple matters to resolve, being mostly concerned with sustaining environmental quality whilst meeting the need for new development, providing access to the countryside and maintaining the local economy.

Policy Impact Appraisal

The appraisal demonstrates that the local plan policies have on the whole been drawn up taking into account environmental considerations and the need to consider issues of sustainability. Where there is conflict with environmental considerations it may be because economic or other material reasons have been given more weight; although it is accepted that the case for reconsidering these policies is open to debate. Individual detailed comments are summarised at Chapter 8 of the Background Paper.

Housing Proposals Impact Appraisal

All sites put forward for housing have been environmentally appraised. A two-stage process was undertaken; at the second stage the sites were ranked on an 8 point scale, ranging from ‘best’ to ‘worst’. The sites ranked ‘best’ are those considered to be the least environmentally damaging and/or the most sustainable. The full results can be found in the Environmental Appraisal.

Appendix 2

NATURE CONSERVATION SITES

BRIEF DESCRIPTION OF SITES OF SPECIAL SCIENTIFIC INTEREST (SSSI's), PROPOSED SPECIAL PROTECTION AREA (pSPA), CANDIDATE SPECIAL AREA OF CONSERVATION (cSAC), NATIONAL NATURE RESERVE AND SITES OF NATURE CONSERVATION IMPORTANCE

SITES OF SPECIAL SCIENTIFIC INTEREST (SSSI's)

Basingstoke Canal

The Basingstoke Canal is considered nationally important for aquatic plants and invertebrates. Botanically it is considered the most species rich aquatic system in England.

Ash to Brookwood Heath

This SSSI contains the largest area of dry heathland anywhere in the London Basin. It also has areas of wet heath, bog and associated habitats. These habitats support rich communities of plants and animals, including a number of important heathland birds.

Colony Bog to Bagshot Heath

One of the finest surviving and largest examples of wetland heath in Southeast England, there are also areas of dry heathland, bog and rich unimproved grassland. The wide range of habitats within the site support a rich variety of plants and animals, many of which are dependant upon the high quality heathland and bog for their survival.

Broadmoor to Bagshot Woods and Heaths

An extensive mosaic of wet and dry heathland, valley mire, broadleaved woodland and coniferous plantation. Mainly situated in Berkshire part of the site extends into Surrey Heath Borough.

PROPOSED SPECIAL PROTECTION AREA (pSPA)

Thames Basin Heath

A heathland of international importance comprising of dry heath, wet heath, valley bog, scrub, semi natural woodland and coniferous plantation with clear felled areas. The site provides breeding and wintering habitats for an important assemblage of heathland bird species including Nightjar, Woodlark and Dartford Warbler. Consists of a group of heathlands extending from Wisley in Surrey to Tadley in Hampshire and Bracknell in Berkshire.

CANDIDATE SPECIAL AREA OF CONSERVATION (cSAC)

Thursley, Ash, Pirbright and Chobham

This area of international importance is one of the best in the UK for both dry heaths and wet heathland with cross-leaved heath. It contains rare depressions on peat substrates, of which there are less than 100 hectares remaining in the UK. The area includes parts of the SSSIs at Ash to Brookwood Heaths, Chobham Common, Colony Bog and Bagshot Heath and extends to Thursley, Hankley and Frensham Commons.

NATIONAL NATURE RESERVE

Chobham Common

Under section 19(1) of the National Parks and Access to the Countryside Act 1949 and section 35(1) (c) of the Wildlife and Countryside Act 1981, on 23 March 1995 Chobham Common was declared a National Nature Reserve. This site has also been designated a SSSI and proposed SPA. It is an area of extensive open land which supports dry and wet heathland, bog, scrub and woodland forming one of the largest surviving heathlands in the Thames Basin. It supports a rich variety of characteristic heathland plants and animals many of which are scarce and rare.

SITES OF NATURE CONSERVATION IMPORTANCE

Hay Meadow West of Coleford Bridge

Unimproved neutral grassland with several plant species of interest.

Mytchett Mere

Site with wetland, woodland and grassland of importance, with several regionally rare species.

Coleford Bridge

Wetland, open water, grassland and scrub. Several notable species, particularly important for aquatic plants with several species rare or uncommon in Surrey. Pockets of unimproved grassland and potential for birds.

Wentworth Golf Course South and Land East of Heather Drive

A heathland, grassland, woodland (some ancient semi-natural) mosaic on a golf course. Includes wet and dry heath, and a pond with an interesting bog habitat.

Bisley Common, Hangmoor Copse and Stafford Lake

Broadleaved secondary woodland, scrub, dry and wet heath and pond.

Polledoak Slade and Short Siberia Range

Unimproved acid grassland with surrounding woodland selected as it form an ecological unit with the adjacent SSSI.

Camberley Heath Golf Course

Semi-improved grassland, heathland and secondary woodland.

Hawley Meadows

Relatively unimproved grassland which supports the only native Surrey population of Great Burnet. Site supports Roesl's Bush Cricket.

Black Hill

Mixed and coniferous woodland, scrub with heathland present at the south-east and under pylons at the west.

White Hill

A mosaic of heathland, scrub and woodland, with some relatively large areas of heathland. Links 2 sections of SSSI and pSPA so has potential for birds and other fauna.

Lightwater Country Park

Heathland, mixed woodland and open water. Woodlands are being actively managed to remove Rhododendron and encourage heath restoration.

The Folly

Unimproved grassland and wet woodland surrounded by SSSI. Site is hydrologically very important as the SSSI to the west drains through it.

Burnt Pollard Lane Meadows

Unimproved and unmanaged wet meadows with scrub encroachment.

Freemantle Road

Site is on peat which is a rare substrate in Surrey.

Sunningdale Golf Course

Coniferous and broadleaved woodland, heathland and acid grassland with dry and humid heath, subject to positive management for heathland and reptiles. Silver studded Blue and Grayling butterflies are present and the site may well be used by birds such as Nightjar and Darford Warbler from the adjacent SSSI and pSPA.

Hay Meadow by the Bourne

Part of the site unmanaged and possibly unimproved wet meadow with a species rich flora. Part is semi-improved and horse grazed species-rich wet meadow.

Chobham Place Wood

Mixed secondary woodland selected because of its old trees, providing potential habitats for invertebrates and birds. Adjacent to Chobham Common

SSSI and provides an integral part of the habitat. All 3 breeds of Woodpecker and Stock Doves breed on the site.

Chobham Common

Secondary woodland and heathland of importance due to the presence of heathland, heathy scrub with potential for bird nesting and lichen/moss dominated grassland in clearings. Also great potential for heathland restoration.

Stanners Hill and Fern Hill

Coniferous and broadleaved woodland, heathland and bracken-dominated grassland with potential for heathland regeneration if Bracken were controlled.

Chobham Place Grassland

Unimproved grassland with several uncommon species.

Chobham Place Woodland

Ancient replanted woodland.

Meadows South of the Mill Bourne

Species rich semi-improved grassland.

Frimley Hatches (including Frimley Reedbeds)

A large area of open water, grassland, scrub and wetland habitat (including reedbed and waterlogged marsh) which is important for flora with several locally or regionally notable species.

Valley End Churchyard

Rough grassland between gravestones with many calcareous species present including Green-winged Orchid.

Penny Hill

Ancient Replanted Woodland. The site supports broadleaved, mixed and coniferous woodland with heathland supporting Silver-studded Blue butterflies. Site is adjacent to SSSI and pSPA so it is an important buffer zone and may provide nesting areas for birds.

Also part of a corridor linking two heathland SSSIs which form two sections of the pSPA.

West End Churchyard

Churchyard with grassland and trees. Supports Orchis Morio.

Burrow Hill Green

Acid grassland and pond with some heathland species, and species uncommon in the County.

Fields between Hook and Priest Lanes

Species-rich semi-improved neutral grassland, with ditches and wet areas of interest as well as mature hedgerow Oaks. Adjacent to SSSI.

Little Heath

Heathland, acid grassland and broadleaved secondary woodland, and a colony of Silver-studded Blue butterflies.

Bagshot Heath

Ancient Replanted Woodland, recent coniferous plantation, broadleaved woodland, ponds and heathy clearings, relict bog areas and wet woodland, that supports birds of interest.

Halebourne Copse and Meadows

Ancient semi-natural woodland and 3 semi-improved meadows used for cattle-grazing and hay. Woods are Hazel coppice with Oak standards and abundant with Bluebell which is unusual in this part of Surrey.

Manor Farm Wood

Ancient semi-natural woodland of Hazel coppice with Oak standards. Also Bluebell and Wood Sorrel.

Sandhurst Royal Military Academy

Mixed woodland 10.25 ha of which is Ancient Semi-natural Woodland. There are two large lakes with emergent communities and abundant invertebrate life. Additionally there are some bog areas.

College Common

Coniferous and mixed woodland with heathy clearings and possible importance for birds due to proximity to pSPA.

Century Range, Bisley, West End

Acid grassland and a large area of wet heath with a diverse flora and several species uncommon or declining in the county. Also supports bog and unimproved grassland species, and has importance for reptiles and other invertebrates. Could be incorporated into the Colony Bog SSSI in the long term.

Tekels Park

Acid grassland, heathland and mixed managed woodland, unimproved acid grassland, also supports a small area of Heathland.

Dunross Farm

Acid grassland, heathland and mixed and coniferous woodland.

Pine Ridge Golf Centre

Coniferous, mixed and broadleaved woodland, scrub, heathland and acid and improved grassland.

Sunningdale Ladies Golf Course

Heathland and grassland mosaic.

Bagshot Park Lake

Site is a lake with mire communities at the west end and adjacent to selected SNCI of ancient woodland, heath and bog. Mire communities selected but not the lake.

Broadford Meadows by the Bourn

A large area of semi-improved wet meadow which is scarce in the county. Site contains species rich areas.

Wet Meadows at Roseland Nursery

Tall herb-dominated unimproved grassland with several species uncommon in Surrey. Also supports a pond, thick hedgerows and a small corner of

woodland with several Ancient Woodland Indicator Species.

North-east of Black Hill, Windlesham

Heathland at the south west and adjacent scrub and unmanaged neutral-acid grassland.

Frith Hill, Frimley Green

A mosaic of habitats with heathland, heathy rides and clearings, acid grassland, and Pine plantation. Site also has potential for invertebrates and birds.

Richmond Hill, Frimley Green

Selected where clearings have been created and heathers are regenerating, where there is broadleaved woodland of interest and where there is coniferous woodland with heathy clearings and potential for heathland regeneration.

Woods and Heath East of Basingstoke Canal, Frimley Green

Coniferous and mixed woodland and heathland.

Appendix 3

SUMMARY OF CONSERVATION AREAS

CHOBHAM CONSERVATION AREA BAGSHOT VILLAGE

Date of Designation:

April 1972

Amended February 1992

The conservation area is confined to that part of the village which is visually compact and has the largest concentration of listed buildings on each side of the High Street. There are many other buildings recorded for their considerable contribution to the character of the village and which should preferably be retained.

St Lawrence's Church forms the focal point of the street scene as it curves gently through the centre of the village and the churchyard itself forms a break in the built up frontage and allows an open view across the cricket field and meadow land to the east. This valuable open vista should be preserved.

The Church is Listed Grade I and dates from the 11th century, with later substantial alterations. In spite of this, it retains many features of interest. The west porch was possibly reset here at the dissolution of Chertsey Abbey in 1538.

Two streams or bournes pass under the High Street and add their own special character to the village. The Bourne forms the southern boundary of the area and Mill Bourne provides an interesting ornamental feature with its bridges towards the northern end of the area.

Any further development which is considered for the High Street must respect its pleasant rural character which is principally responsible for Chobham's attraction. A variety of building styles are in evidence but the strong influence of the 18th century is reflected in the mainly brick and stucco fronts.

Date of Designation:

October 1988

Reviewed June 1997

The village centres around The Square in which the three main approaches to the village meet. Bagshot Centre is unusual in not having the types of "civic" buildings usually associated with village centres, such as a traditional stone built parish church or school. However, there are a number of listed buildings in the High Street; and in the Square a late nineteenth century sign post and lamp with seat surround, forming an attractive feature and local landmark. The village developed to serve the coaching trade with the existing public house, the "Kings Arms", occupying the site of a coaching inn of the same name.

Despite the redevelopment of part of its central area the village still retains a fairly harmonious appearance. It comprises small, high density mostly 19th century buildings with the former character of the village well represented in the Upper High Street. Just north of the High Street new development reflects the scale of existing buildings. With the exception of The Square the basic street pattern of the village has not been notably altered.

Bridge Road/High Street approach from the North

From this approach the old core of the village, concentrated on the High Street/Half Moon Street area unfolds as the bend of the B3029 is negotiated. The small scale and density of the buildings is at its most inviting and whilst no one building is outstanding the view along the High Street from Bagshot Bridge is interesting.

Guildford Road approach from the East

The railway viaduct marks the visual boundary between the Mid-Late C19 development of the village and the later C20 residential and office development on the outskirts. The mid C19 Police Station and the

small, altered villas on the north side of the road to the west of the viaduct give way to later C19 Villas. On the south side the buildings are a mixture of the late C19 and C20 and include the C20 garage. The approach culminates in the untidy group around the Evangelical Church Hall at the entrance to The Square.

London Road/High Street approach from the South West

On this approach the impact of the main London Road as a boundary is strongly emphasised. The Cedars on the south side is the first building of note encountered on entering the High Street. From this approach the High Street is of later C19 character with again, no individually outstanding buildings. However the small scale of the development has been respected by the new offices on the corner site with Cedar Close. The collection of buildings around The Square lack cohesion at present, although potentially they could form a suitable focus for the village.

BAGSHOT, CHURCH ROAD

Date of Designation:

October 1988

Reviewed November 1997

This part of Bagshot is characterised by small polychrome brick villas which reflect the style and materials of St Anne's Church a grade II listed building. The church was built in 1884 and the surrounding villas were obviously erected at about the same time. The resulting unity of styles and appearance, particularly with the south side of Church Road, gives the area a charm that is exceptional within the Borough of Surrey Heath.

Initially this area would have been a new "suburb" leading up out of the village ending with the landscaped grounds of Pennyhill Park and the Royal Estates around Windsor. The road still retains some of this character and changes from the urban character at the bottom end, where it meets the main London Road, to a more suburban, almost rural aspect at the top, where extensive planting of hedges and trees provides an attractive wooded setting to the buildings.

The line of Cedar trees between the vicarage and Healyhaugh on the north side of Church Road are

included within the Conservation Area as they are considered to collectively contribute to the setting of Church Road.

BAGSHOT PARK

Date of Designation:

November 1996

The Conservation Area comprises Bagshot Park Mansion together with its gardens, surrounding fields and Home Farm, the whole being known as Bagshot Park. It lies just to the north of Bagshot and the A30.

The importance of this area lies in its historic associations and its architectural integrity, the layout of the Park and the Farm being largely unchanged since the present Mansion was built and the retention of most of the buildings constructed in association with it.

The Mansion, built for Queen Victoria's third son, HRH Prince Arthur and his wife, the Duke and Duchess of Connaught, was Listed Grade II in 1976. In addition the stables, Home Farm, Head Gardener's Cottage, the Bothy and Laundry Cottage are an important set of buildings in that they share in whole or in part the same architectural style and details. Other buildings of importance include the Orangery, in very poor condition at the time of designation; and the Lodges around the boundary of the estate, particularly Sunningdale and Station Lodges which reflect the architecture of the Mansion.

The Mansion forms the focal point of the Park whilst the well landscaped gardens and maintained park land provide both its formal and informal setting. The formal gardens around the house contain important features including the ornamental pond and pergola seating area to the west, the terrace walks and terracotta wall to the south and the seating area to the east protected by formal screen hedging. Away from the house the formal gardens give way to park land, containing rare species of shrubs and trees, and many walks and features, creating attractive vistas. The Windle Brook flows through the southern part of the estate draining into a lake with an attractive hump-backed stone bridge providing an interesting feature just east of the lake.

There are far reaching views to the south and south-west across Home Farm land and beyond to the woods. The roof and spire of St Anne's Church can

be seen to the south-west and this view should be retained.

Bagshot Park has a long prominent frontage to the A30, which is important to the overall character of Bagshot. Imposing wrought iron gates at Station Lodge form a landmark in Bagshot and from the A30 provide an attractive vista of an avenue of trees leading to the roof tops of Home Farm. Station Lodge gates are linked by an undistinguished fence to another important set of gates at Sunningdale Lodge, the main entrance to the Park. The trees behind the fence are important, creating a green corridor along this stretch of the A30, marking an end to the built up area between Camberley and the A30/A322 junction.

BASINGSTOKE CANAL

Date of Designation:

October 1985

The Basingstoke Canal has conservation area designation throughout both Hampshire and Surrey. It is an historic reminder of the past and an important landscape feature which brings interest to the local scene.

The general form of the conservation area is linear, taking in the Canal, its immediate banks and towing path, and back up tree belts. The area is sometimes expanded to include physical features which provide an identifiable boundary or to include important tree belts, groups of buildings or other features which appear to be visually important to the character of the canal or which contribute to its general setting.

Within the Surrey Heath section, the conservation area is narrow at Deepcut but beyond the aqueduct over the railway, the area widens to include the area of special interest at Frimley Lodge and around the eastern boundary of the camping ground and Mytchett Lake west of Mytchett Place Road to the boundary with Guildford Borough Council at the railway crossing. Particular buildings of interest include Grade II Listed Frimhurst Lodge, Guildford Road, an early C19 single storey polygonal cottage, formerly known as Canal Cottage; The Kings Head, Guildford Road; Frimley Lodge, Guildford Road and Frimhurst Cottages, Deepcut Bridge Road. Other buildings and structures of special character worthy of retention are Guildford Road bridge and Mylncroft. The Guildford Road bridge is 200 years old, dating

from the time of the construction of the Canal. The bridge has recently been rebuilt as it required strengthening.

ROYAL MILITARY ACADEMY/ STAFF COLLEGE/LONDON ROAD A30

Date of Designation:

October 1989

The area is characterised by buildings of a very high architectural quality set in well landscaped and maintained park land with many fine views. The vista of the Staff College from the direction of the Upper Lake is particularly fine. Tea Caddy Row is probably the single most important group of listed buildings in the Borough. The area has a long, prominent frontage to the A30 which is important to the overall character of Camberley. This frontage is characterised by substantial woodland for the greater part with significant building groups at key points - Tea Caddy Row, St Michael's Church, The Mosque (formerly St Gregory's School) and the RMA gatehouses. Overall, it provides an attractive foil and counterpoint to the busy A30 and town centre to the south.

UPPER GORDON ROAD/UPPER PARK ROAD, CAMBERLEY

Date of Designation:

October 1989

The Conservation Area comprises an area of late 19th and early 20th century houses lying on the south eastern edge of Camberley town centre. There are no statutory listed buildings within this area, although there are a number of locally listed buildings. The area is representative of the growth of Camberley during this period. The area's importance is in its group value, with many Edwardian villas which retain much of their original character. Upper Park Road is characterised by a number of large Victorian houses with many still retaining their substantial well treed gardens.

CHURCH ROAD/KENNEL LANE, WINDLESHAM

Date of Designation:

October 1989

Reviewed March 2000

This is one of two conservation areas formed by amendment to the Windlesham Village Conservation Area first designated in 1989.

The conservation area lies entirely within the Green Belt and is characterised by informal groupings of predominantly good quality buildings set within an open, rural landscape. Many of the groups of buildings are 18th and 19th century, and some are statutorily or locally listed. The overall characteristic of the conservation area is rural, being largely surrounded by fields on three sides and the properties set within an attractive wooded landscape. Housing and other buildings follow the line of established roads. Many of the properties are screened from view by trees or hedges, and the line of the roads also enhances the effect, the properties hidden from view by bends in the roads. The area also includes substantial tree groups, worthy of protection, and there are attractive vistas linking some of the building groups.

The attractive Grade II listed red brick church of St John the Baptist is a dominant feature in the eastern end of Church Road, with important views to west, south and east. A few, mostly large houses, set within large plots, can be glimpsed looking east along the road.

Church Road, north of the new road junction, is more developed with a mix of larger and smaller properties. The most attractive cluster of cottages lie south from Sherwood Coach House. Most of these properties are on the 'Local List'. The northern end has some buildings of lesser quality, notably the Cavalier/Astra Garage which would benefit from enhancement and the adjacent bungalow 'Shanklin', the latter currently in need of some refurbishment.

Kenel Lane is largely residential with properties varying between large houses set on generous plots and smaller semi-detached cottages. The most notable property is the Grade II listed 16th century Walnut Tree Farm House.

UPDOWN HILL, WINDLESHAM

Date of Designation:

October 1989

Reviewed March 2000

This is one of two conservation areas formed by amendment to the Windlesham Village Conservation Area first designated in 1989.

The predominant character of the area is of a rural village, which is largely residential. Updown Hill includes local shops and commercial premises and thus serves the function of a village centre, although developing away from the traditional heart of a village, the church. Updown Hill has developed at a markedly higher level of density than other building groups within the village area. These properties are Victorian with some modern infill development, and form an attractive and coherent group within the village.

The most important group of buildings in the conservation area are nos. 15–31 Updown Hill. These are detached Victorian villas, set on generous, wide plots which share uniform characteristics of form, materials and colours, whilst being dissimilar in matters of detail such as windows, doors and brick patterning. All these properties have hedges along their road frontage. Towards the top of the road three pairs of cottages, nos. 67 to 77, form an attractive group, although some of the original details have been lost, especially nos. 71 and 73.

The Unigate depot does not reflect the character of the conservation area. Any redevelopment of the site could be an opportunity to achieve a more sympathetic development.

The Proteus petrol station at the north-west end of Updown Hill detracts somewhat from this end of the road and its signage is visually prominent within the street scene.

Some properties have lost their original features, especially windows and doors and the use of inappropriate materials or designs should be discouraged.

Appendix 4

SUMMARY OF GREEN SPACES

SUMMARY OF SELECTION CRITERIA

Policy UE1 designates and protects Green Spaces within settlement areas. For a site to be designated a Green Space it must be above a certain size threshold and have a particularly significant value for one or more of the following functions:

(i) For its VISUAL AMENITY value

In order to fulfil this function, the site may act as:

- A green break between areas of a predominantly urban character; or
- A defining break between areas of separate identity; or
- An area providing views of quality.

(ii) For its RECREATIONAL value

In order to fulfil this function, the site may act as:

- Outdoor playing space e.g. childrens play area; or
- Other formal outdoor recreational use e.g. golf course; or
- Informal open space e.g. an area for walking for which there is public access; or
- Allotments; or
- An area with the potential to meet an identified recreational deficiency.

(iii) For its ECOLOGICAL value

- In order to fulfil this function the site must be a Site of Nature Conservation Importance.

LIST OF SURREY HEATH GREEN SPACES

GREEN SPACE Note: The number in brackets refers to the Proposals Map reference number	REASON FOR DESIGNATION
BAGSHOT	
Cemetery, Chapel Lane (108)	Visual amenity
Pond, Church Road (75)	Visual amenity
Land East of Freemantle Road (116)	Visual amenity, recreation
Play Space, Freemantle Road (83)	Visual amenity, recreation
Open Space, Hawkesworth Drive (82)	Recreation, visual amenity
Playing Fields, Connaught Middle School, Manor Way (80)	Visual amenity, recreation
Playing Fields, Bagshot County First School, School Lane (79)	Visual amenity, recreation
Open Space, School Lane (78)	Visual amenity, recreation
Woodland, Notcutts Nursery/Woodside Cottage, School Lane (110) ...	Visual amenity, recreation
Open Space, St Mary's Gardens (120)	Recreation
Open Space, Waggoners Hollow (81)	Visual amenity
Land South of Whitmoor Road (114)	Visual amenity
Open Space, Yaverland Drive (East) (77)	Visual amenity
Open Space, Yaverland Drive (West) (76)	Recreation, visual amenity
BISLEY	
Open Space, Angelica Road (97)	Visual amenity, recreation
Open Space, Arethusia Way (95)	Visual amenity, recreation
Playing Fields, Bisley C of E School, Guildford Road (96)	Visual amenity
Open Space, Mainstone Road (94)	Visual amenity
Open Space, Pilgrims Way (98).....	Visual amenity, recreation
CAMBERLEY	
Heatherside Ward	
Open Space, Amber Hill (29)	Visual amenity, recreation
Open Space, Cheylesmore Park (33)	Visual amenity, recreation
Open Space, Copped Hall Way (27)	visual amenity, recreation
Heatherside Recreation Ground, Cumberland Road (31)	Visual amenity, recreation
Open Space, Dawsmere Close (113)	Visual amenity, recreation
Open Space, Maguire Drive (34)	Visual amenity, recreation
Playing Field, Heather Ridge School, Martindale Avenue (32)	Visual amenity
Open Space, Roxburgh Close (112)	Visual amenity, recreation
Playing Field and Woodland, Carwarden House, Upper Chobham Road (37)	Visual amenity, recreation
Wellingtonia Avenue (30)	Visual amenity, recreation
Wood, Wendover Drive (35)	Visual amenity, recreation

GREEN SPACE Note: The number in brackets refers to the Proposals Map reference number	REASON FOR DESIGNATION
CAMBERLEY (continued)	
Old Dean Ward	
Playing Field, Cordwalles School, Berkshire Road (8)	Visual amenity
Recreation Ground, Bracknell Road (6)	Visual amenity, recreation
Open Space, Caesars Camp Road (9)	Recreation, visual amenity
Open Space, Highland Road (109)	Visual amenity, recreation
Collingwood School, Kingston Road (10)	Visual amenity, recreation
Parkside Ward	
Open Space, Badgerwood Drive (44)	Visual amenity, recreation
Grove School, Chobham Road (46)	Visual amenity, recreation
Frimley Park, Frimley Road (45)	Visual amenity
Open Space, Gilbert Road (115)	Visual amenity, recreation
Camberley Heath Golf Course, Golf Drive (36)	Visual amenity, recreation ecology
Play Space, Hawthorn Road (40)	Recreation, visual amenity
Open Space, Hollyhedge Road (43)	Visual amenity
Play Space, Longmeadow (41)	Recreation
Southcote Park, Portsmouth Road (39)	Visual amenity, recreation
Playing Field, Prior Heath School, Prior Road (38)	Visual amenity, recreation
Warren Wood, Warren Rise (42)	Visual amenity, recreation
St Michael's Ward	
Allotments, Brook Road (18)	Visual amenity, recreation
Playing Field, Camberley Co First School, France Hill Drive (17)	Visual amenity
Recreation Ground, Grand Avenue (16)	Visual amenity, recreation
St Paul's Ward	
Crawley Ridge First and Middle Schools, Crawley Ridge (14)	Visual amenity, recreation
Open Space, Iberian Way (4)	Recreation
Frimley Hall Hotel, Lime Avenue (15)	Visual amenity
Entrance to Wellington Park, Portsmouth Road (11)	Visual amenity, recreation
Open Space (within Wellington Park), Portsmouth Road (12)	Visual amenity, recreation
Town Ward	
Allotments, Barossa Road (1)	Visual amenity, recreation
Kings Crescent, Kings Ride (2)	Visual amenity
Town Park (former St Tarcisius School)/land in front and rear of Library (3)	Visual amenity, recreation

GREEN SPACE Note: The number in brackets refers to the Proposals Map reference number	REASON FOR DESIGNATION
CAMBERLEY (continued)	
Tekels Park, Tekels Avenue (5)	Visual amenity, ecology
Watchetts Ward	
Playspace, Bain Avenue (21)	Recreation
Crabtree Park, Crabtree Road (28)	Visual amenity, recreation
Allotments, Crabtree Road (19)	Visual amenity, recreation
Playing Field, Watchetts School, Frimley Road (24)	Visual amenity
Playing Field, Bristow County First School, James Road (32)	Visual amenity, recreation
Cricket Ground, Kingsley Avenue (25)	Visual amenity, recreation
Krooner Park, Krooner Road (7)	Recreation
Play Space, Orchard Way (20)	Recreation, visual amenity
Watchetts Recreation Ground, Park Road (23)	Visual amenity, recreation
Playing Field, France Hill School, Watchetts Drive (26)	Visual amenity, recreation
CHOBHAM	
Playing Field, Wishmore Cross School, Alpha Road (105)	Visual amenity
Recreation Ground, Windsor Road (104)	Visual amenity, recreation
DEEPCUT	
Playing Field, Blackdown Road (70)	Visual amenity, recreation
Woodland, Blackdown Road (66)	Visual amenity
FRIMLEY	
Balmoral Drive (east) (61)	Visual amenity, recreation
Balmoral Drive (west) (60)	Visual amenity, recreation
Recreation Ground, Chobham Road (48)	Visual amenity, recreation
Allotments, Church Road (56)	Visual amenity, recreation
St Peter's Church Cemetery (55)	Visual amenity
Open Space, Field Lane/Belvoir Close (53)	Visual amenity, recreation
Playing Field, Lakeside County Middle School, Field Lane (54)	Visual amenity
Johnson Wax Grounds, Frimley Green Road (59)	Visual amenity
Wood, Frimley Grove Gardens (49)	Visual amenity
Recreation Ground, Frimley High Street (47)	Visual amenity, recreation
Open Space, Lakeland Drive (50)	Visual amenity
Open Space, Middlemoor Road (117)	Recreation
Open Space, Sheridan Road (57)	Visual amenity, recreation
Wood, Burrow Hill School, St Catherine's Road (58)	Visual amenity
Tomlins Pond, Tomlinscote Way (51)	Visual amenity
Wood, Tomlinscote School, Tomlinscote Way (52)	Visual amenity

GREEN SPACE Note: The number in brackets refers to the Proposals Map reference number	REASON FOR DESIGNATION
FRIMLEY GREEN	
Playing Fields, Frimley CE Middle School, Frimley Green Road (63) . Frimley Green Recreation Ground, Frimley Green Road (65) The Green (68) Allotments, The Hatches (67) Open Space, The Hatches (118) Open Space, Hillside Crescent (62) Playing Field, Sandringham Co First School, Sandringham Way (64) .. Allotments, Wharf Road (69)	Visual amenity, recreation Visual amenity, recreation Visual amenity, recreation Visual amenity, recreation Recreation, visual amenity Visual amenity, recreation Visual amenity Visual amenity, recreation
LIGHTWATER	
Playing Fields, Hammond Middle School, Badger Drive (84) Recreation Ground, Briar Road (85) Recreation Ground, Broadway Road (89) Open Space, Burdock Close (86) Open Space, Corbett Drive (111) Open Space, Ivy Drive (87) Open Space, Lightwater Meadow (121) Lake, Lightwater Road (88)	Visual amenity, recreation Visual amenity, recreation Visual amenity, recreation Visual amenity Visual amenity Visual amenity Visual amenity, recreation Visual amenity
MYTCHETT	
Open Space, Grayswood Avenue (119) Open Space, Loman Road (72) Open Space (north), Lynwood Drive (73) Open Space (south), Lynwood Drive (74) Playing Field, Mytchett Co First School, Whiteacres Road (71)	Recreation, visual amenity Recreation, visual amenity Recreation, visual amenity Visual amenity, recreation Visual amenity, recreation
WEST END	
Open Space, Bolding House Lane (91) Open Space, Brentmoor Road (93) Open Space, Fellow Green (92) Open Space, Rosewood Way (90)	Recreation, visual amenity Recreation, visual amenity Visual amenity Visual amenity, recreation
WINDLESHAM	
Open Space, Bosman Drive (99) Open Space, Chertsey Road (122) Open Space, Donald Road (101) Open Space, Millpond Road (100) Open Space, Windle Close (102) Open Space, Windmill Field (103)	Visual amenity, recreation Recreation, visual amenity Visual amenity, recreation Visual amenity, recreation Visual amenity Visual amenity, recreation

Appendix 5
LOCAL PLAN HOUSING ALLOCATION SITES

SITE:

Clewborough House School, Clewborough Drive, Camberley

HOUSING CAPACITY:

16 dwellings

PHASING:

1998-2001

AREA:

0.86 ha

OWNERSHIP:

Private

EXISTING USE:

School

PHYSICAL CONSTRAINTS ON DEVELOPMENT:

Existing school buildings to be demolished. Mature trees on boundary of site to be retained.

DESIGN CONSIDERATIONS:

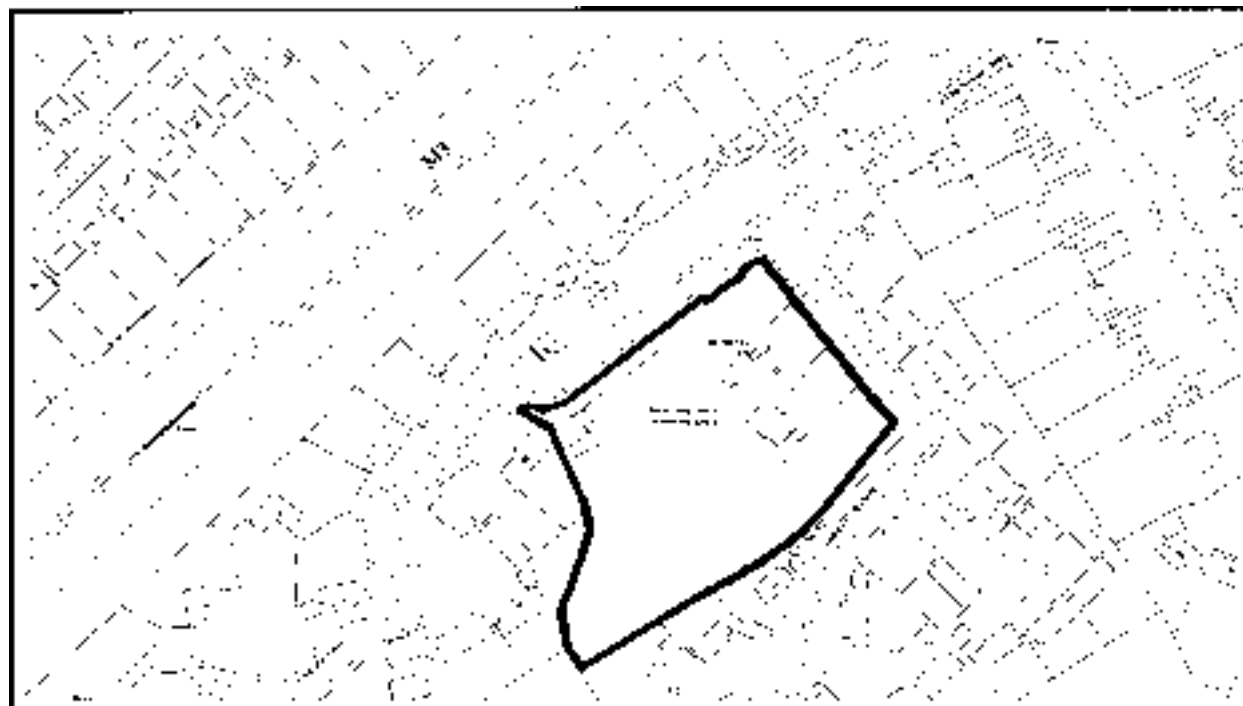
To be in keeping with the character of the surrounding area. Predominantly detached houses but with some small units.

ACCESS:

Off Clewborough Drive/Youlden Drive/ Fairway Heights

SPECIAL CONSIDERATIONS:

40% of dwellings to be small (1 or 2 bedroom) units.



LOCAL PLAN HOUSING ALLOCATION SITES

SITE:

Land at Collingwood College, Camberley

HOUSING CAPACITY:

50 net dwellings

PHASING:

1998-2001

AREA:

1.53 ha

OWNERSHIP:

Collingwood College

EXISTING USE:

Sixth-Form centre, college playing field

PHYSICAL CONSTRAINTS ON DEVELOPMENT:

Tree screen along London Road (A30) and tree group in centre of site. Noise from A30.

DESIGN CONSIDERATIONS:

To be in keeping with the surrounding area. Up to 40% of the dwellings to be small (1-2 bedroom) units.

ACCESS:

Off A30 or Ballard Road.

SPECIAL CONSIDERATIONS:

At least 13 dwellings to be affordable housing. 40% of dwellings to be small (1 or 2 bedroom) units.



LOCAL PLAN HOUSING ALLOCATION SITES

SITE:

Land at Old Dean Road, Camberley

HOUSING CAPACITY:

43 dwellings gross (23 net after taking account of the 20 dwellings to be demolished)

PHASING:

1998-2001

AREA:

1.2 ha

OWNERSHIP:

Surrey Heath Housing Association

EXISTING USE:

20 dwellings

PHYSICAL CONSTRAINTS ON DEVELOPMENT:

None.

DESIGN CONSIDERATIONS:

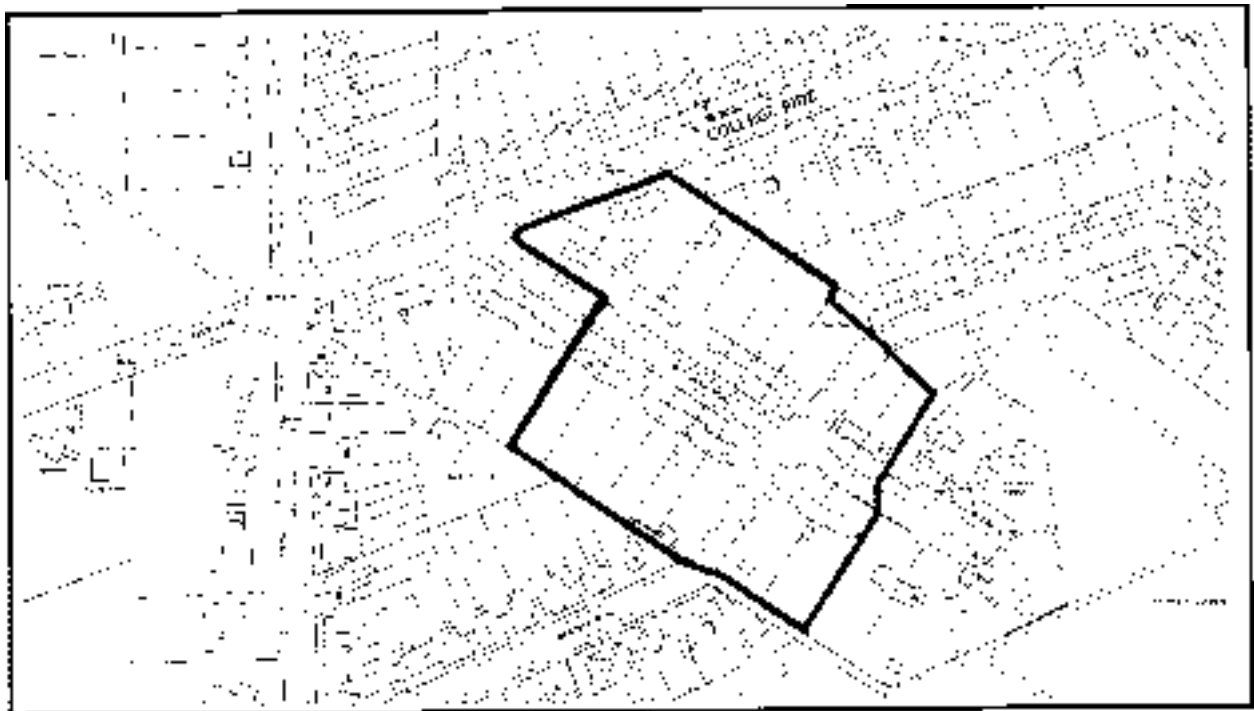
To be in keeping with the character of the surrounding area.

ACCESS:

Off College Ride.

SPECIAL CONSIDERATIONS:

Development to comprise affordable housing. Children's playspace to be provided.



LOCAL PLAN HOUSING ALLOCATION SITES

SITE:

Portesbery Woods, Portesbery Road, Camberley

HOUSING CAPACITY:

10 gross (8 net)

PHASING:

1998-2001

AREA:

0.93 ha

OWNERSHIP:

Private

EXISTING USE:

Two houses and a large garden

PHYSICAL CONSTRAINTS ON DEVELOPMENT:

Mature trees especially on site boundary to be retained. Site is within an Area of Urban Landscape Quality.

DESIGN CONSIDERATIONS:

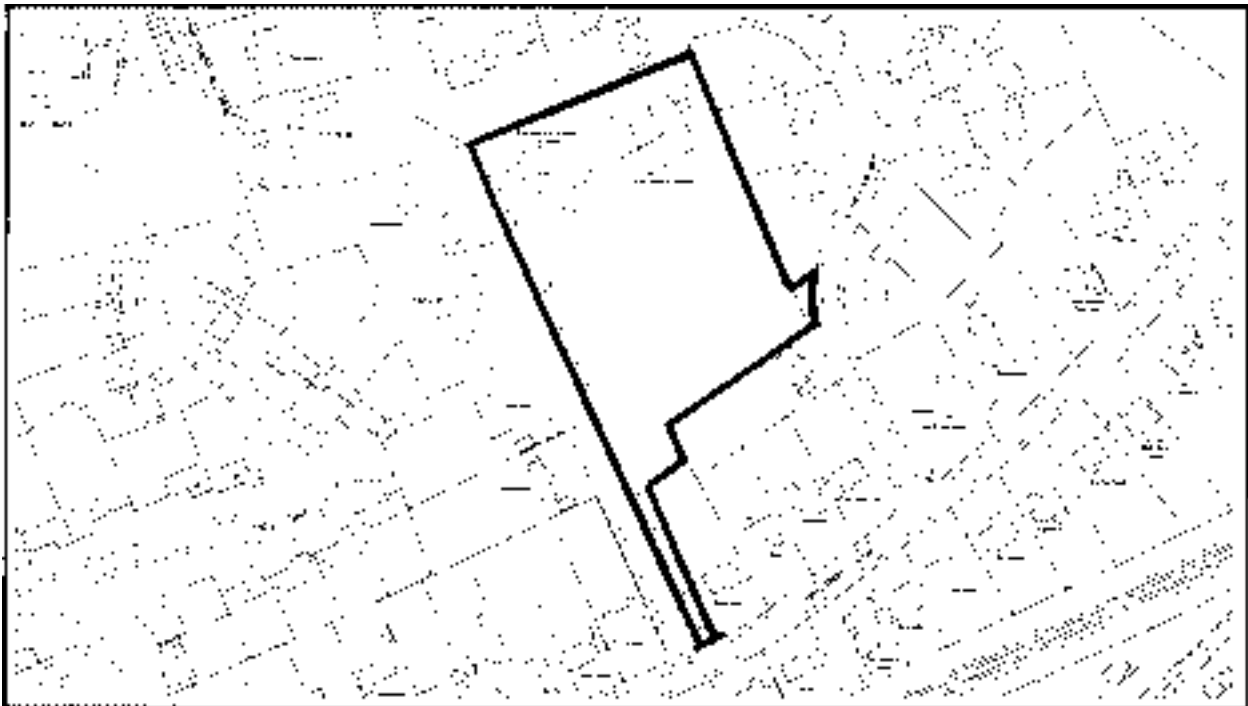
To be in keeping with the character of the surrounding area.

ACCESS:

Off Portesbery Road or Clarewood Drive.

SPECIAL CONSIDERATIONS:

None.



LOCAL PLAN HOUSING ALLOCATION SITES

SITE:

Alma-Dettingen Barracks, Deepcut Bridge Road, Deepcut

PHYSICAL CONSTRAINTS ON DEVELOPMENT:

No requirement for the barrack blocks to be retained.

HOUSING CAPACITY:

290 dwellings

DESIGN CONSIDERATIONS:

Predominantly two-storey development. Wide range of dwelling types to be provided, ie flats; small, medium and detached housing.

PHASING:

145 dwellings 1998-2001, 145 dwellings 2001-2006

ACCESS:

Off Deepcut Bridge Road. Improvements required to the Maultway/Red Road junction. Traffic management measures required on Deepcut Bridge Road. Cycle routes to surrounding areas required.

AREA:

11.42 ha

OWNERSHIP:

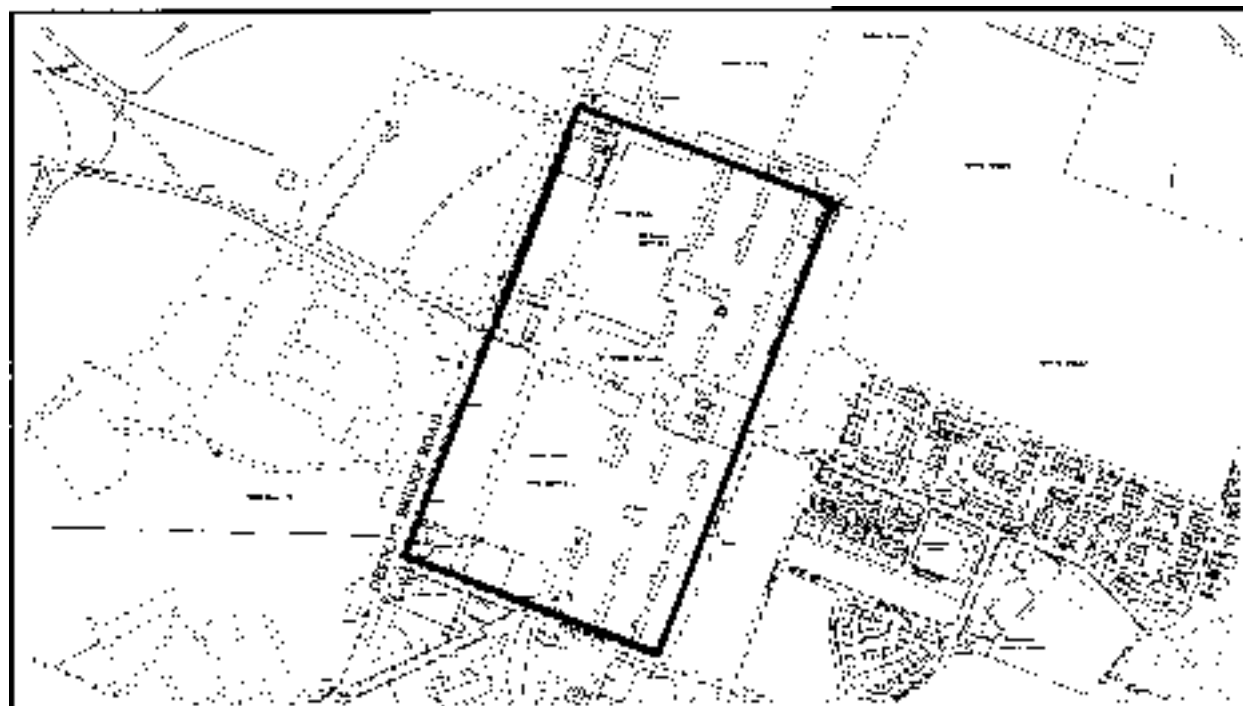
Private. Previously Ministry of Defence

SPECIAL CONSIDERATIONS:

At least 73 dwellings to be affordable. 40% of the dwellings to be small units (1 or 2 bedrooms). A community facility and a shop are to be provided adjacent to the south-eastern corner of the site. Outdoor playspace to be provided.

EXISTING USE:

Disused army barracks



LOCAL PLAN HOUSING ALLOCATION SITES

SITE:

Lorraine Road, Camberley

PHYSICAL CONSTRAINTS ON DEVELOPMENT:

None

HOUSING CAPACITY:

35 dwellings

PHASING:

1998-2001

DESIGN CONSIDERATIONS:

To be in keeping with the character of the surrounding area. Buffer strip of trees to be retained along the A30

AREA:

1.97 ha

ACCESS:

Off Lorraine Road

OWNERSHIP:

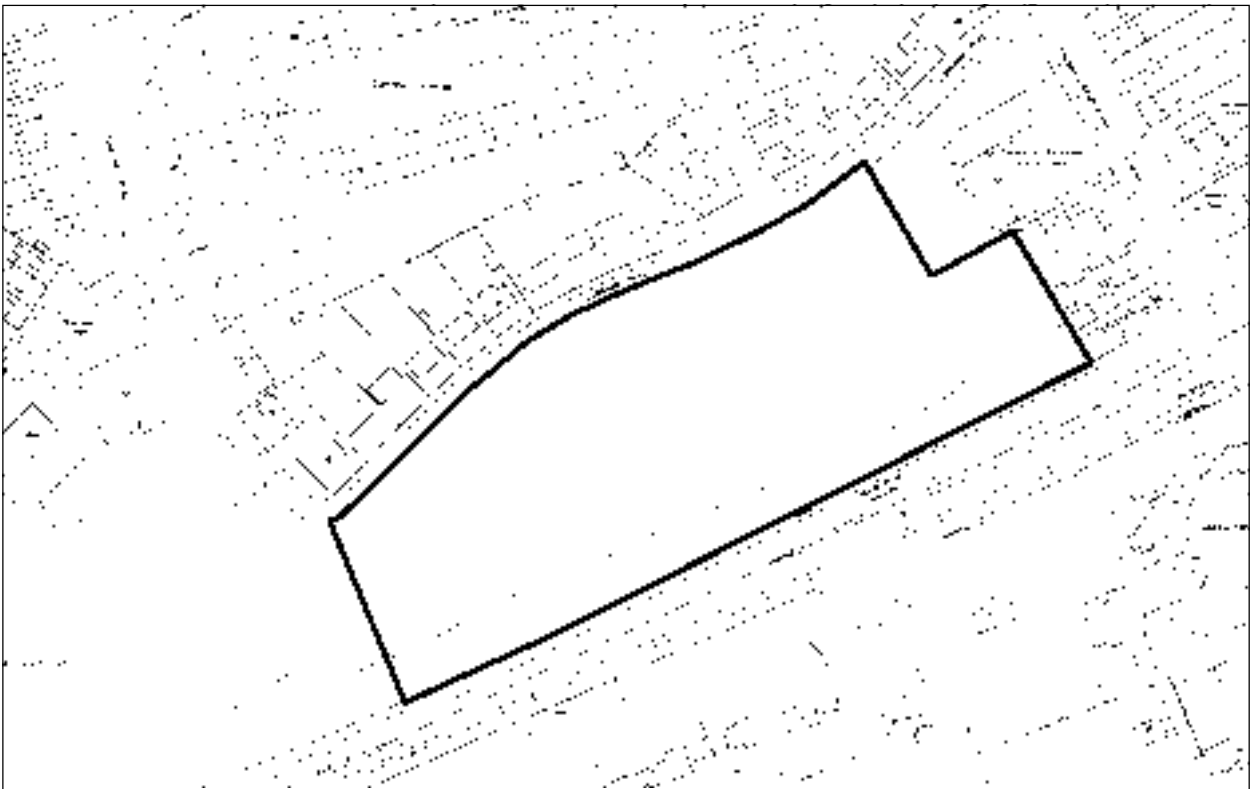
Surrey Heath Borough Council

SPECIAL CONSIDERATIONS:

To be developed for affordable housing

EXISTING USE:

Woodland



LOCAL PLAN HOUSING ALLOCATION SITES

SITE:

Land off Salisbury Terrace, Mytchett

HOUSING CAPACITY:

18 gross (16 net) dwellings

PHASING:

2001–2006

AREA:

0.51 ha

OWNERSHIP:

Private

EXISTING USE:

Houses and gardens

PHYSICAL CONSTRAINTS ON DEVELOPMENT:

Noise from railway line.

DESIGN CONSIDERATIONS:

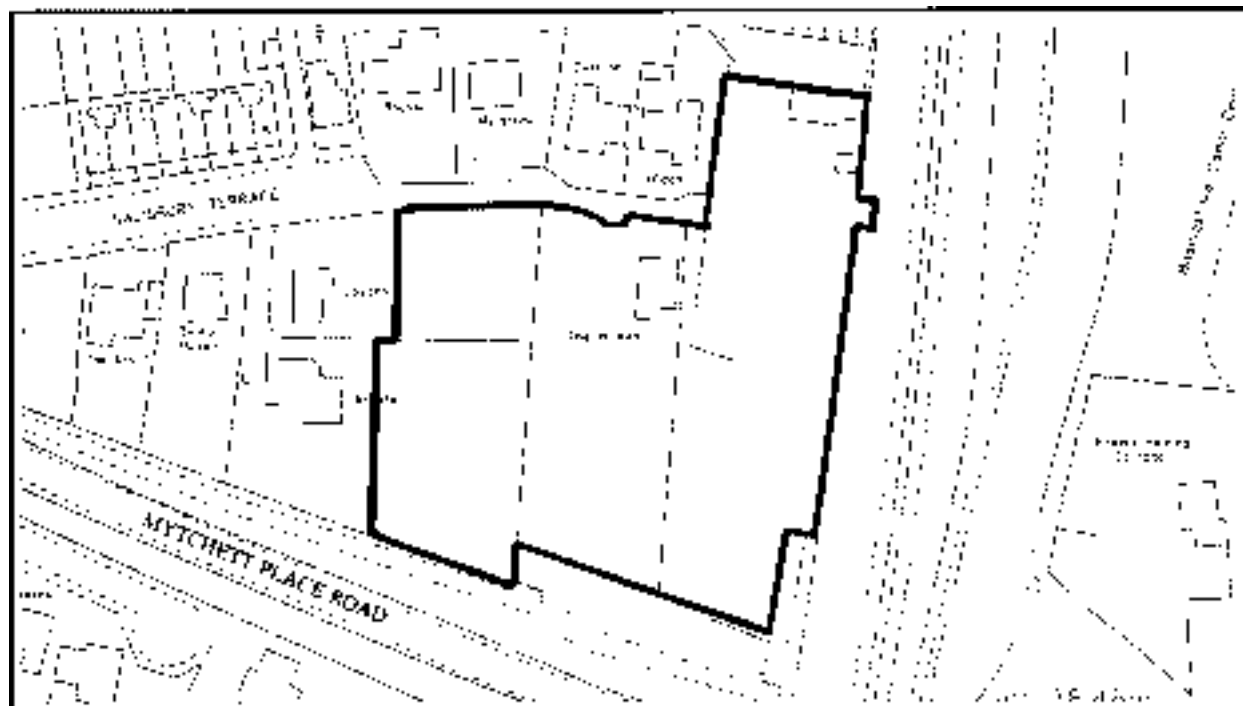
To be in keeping with the character of the surrounding area.

ACCESS:

Off Salisbury Terrace. The improvement of Salisbury Terrace to be sought by the developer.

SPECIAL CONSIDERATIONS:

40% of dwellings to be small (1 or 2 bedroom) units.



LOCAL PLAN HOUSING ALLOCATION SITES

SITE:

Dyckmore, Streets Heath, West End

HOUSING CAPACITY:

11 gross (10 net) dwellings

PHASING:

2001–2006

AREA:

0.52 ha

OWNERSHIP:

Private

EXISTING USE:

House and garden.

PHYSICAL CONSTRAINTS ON DEVELOPMENT:

Trees and hedge on boundary.

DESIGN CONSIDERATIONS:

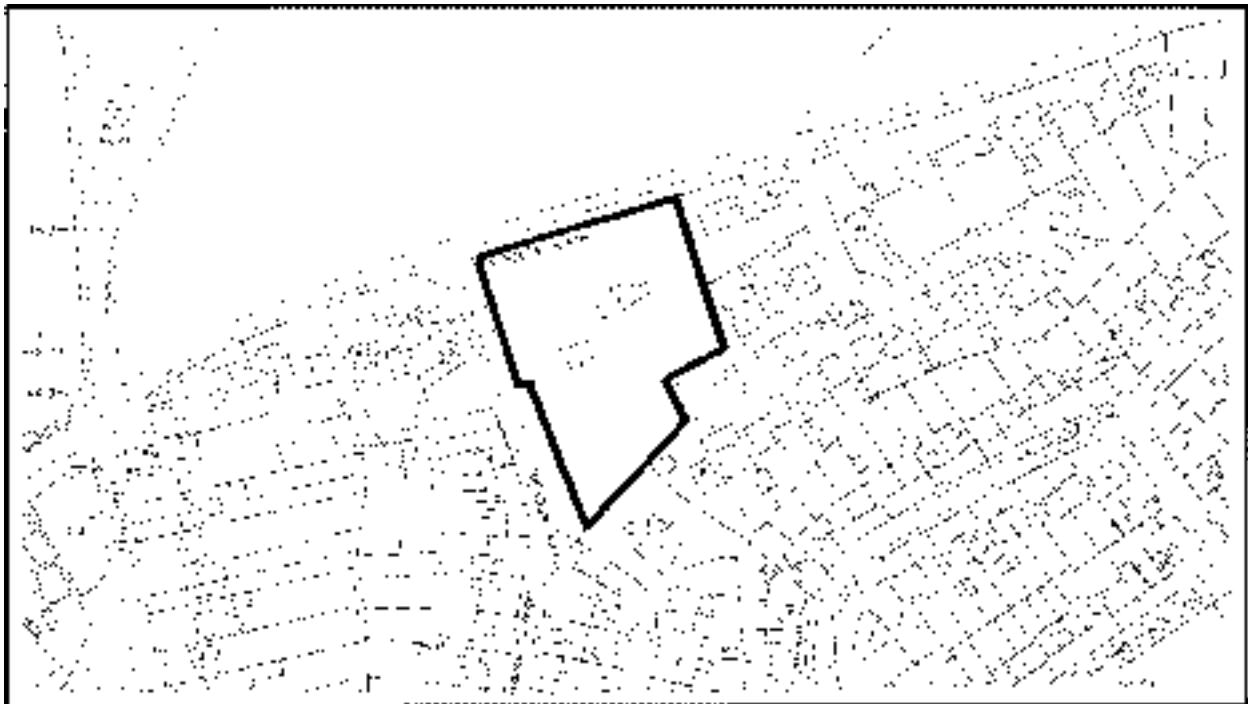
To be in keeping with the character of the surrounding area.

ACCESS:

Several options available: Streets Heath, Meadow Way or Oldacre.

SPECIAL CONSIDERATIONS:

40% of dwellings to be small (1 or 2 bedroom) units.



LOCAL PLAN HOUSING ALLOCATION SITES

SITE:

Sergeants Mess, Deepcut

HOUSING CAPACITY:

25 dwellings

PHASING:

2001-2006

AREA:

1.68 ha

OWNERSHIP:

Ministry of Defence

EXISTING USE:

Sergeants Mess building

PHYSICAL CONSTRAINTS ON DEVELOPMENT:

None other than retention of the Sergeants Mess.

DESIGN CONSIDERATIONS:

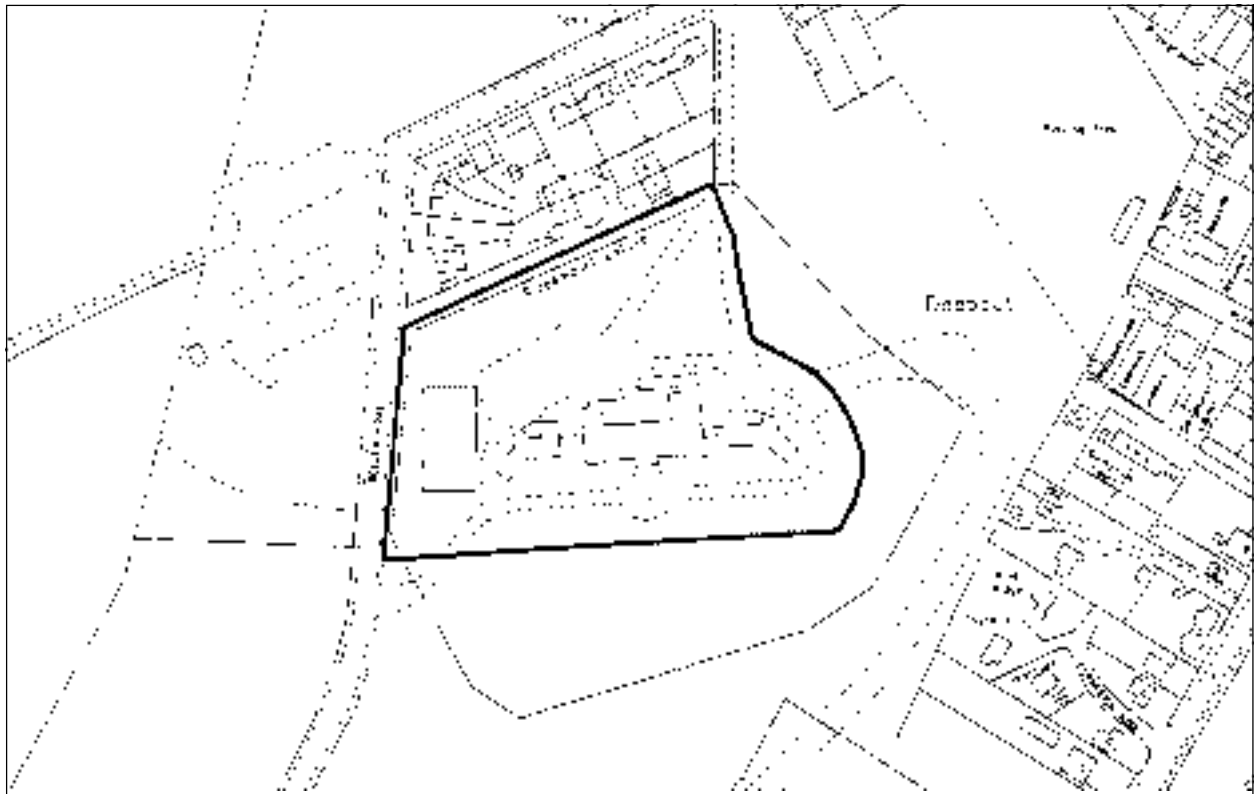
The Sergeants Mess is to be retained and converted to 25 flats.

ACCESS:

Off Blackdown Road or Bellew Road.

SPECIAL CONSIDERATIONS:

None.



LOCAL PLAN HOUSING ALLOCATION SITES

SITE:

Grange Nurseries/11 Coleford Bridge Road, and Linsford Bungalow, Mytchett

PHYSICAL CONSTRAINTS ON DEVELOPMENT:

Tree and hedge screen on southern boundary.

HOUSING CAPACITY:

41 gross (38 net) dwellings

DESIGN CONSIDERATIONS:

To be in keeping with the character of the surrounding area.

PHASING:

2001-2006

ACCESS:

Off Linsford Lane.

AREA:

1.76 ha

SPECIAL CONSIDERATIONS:

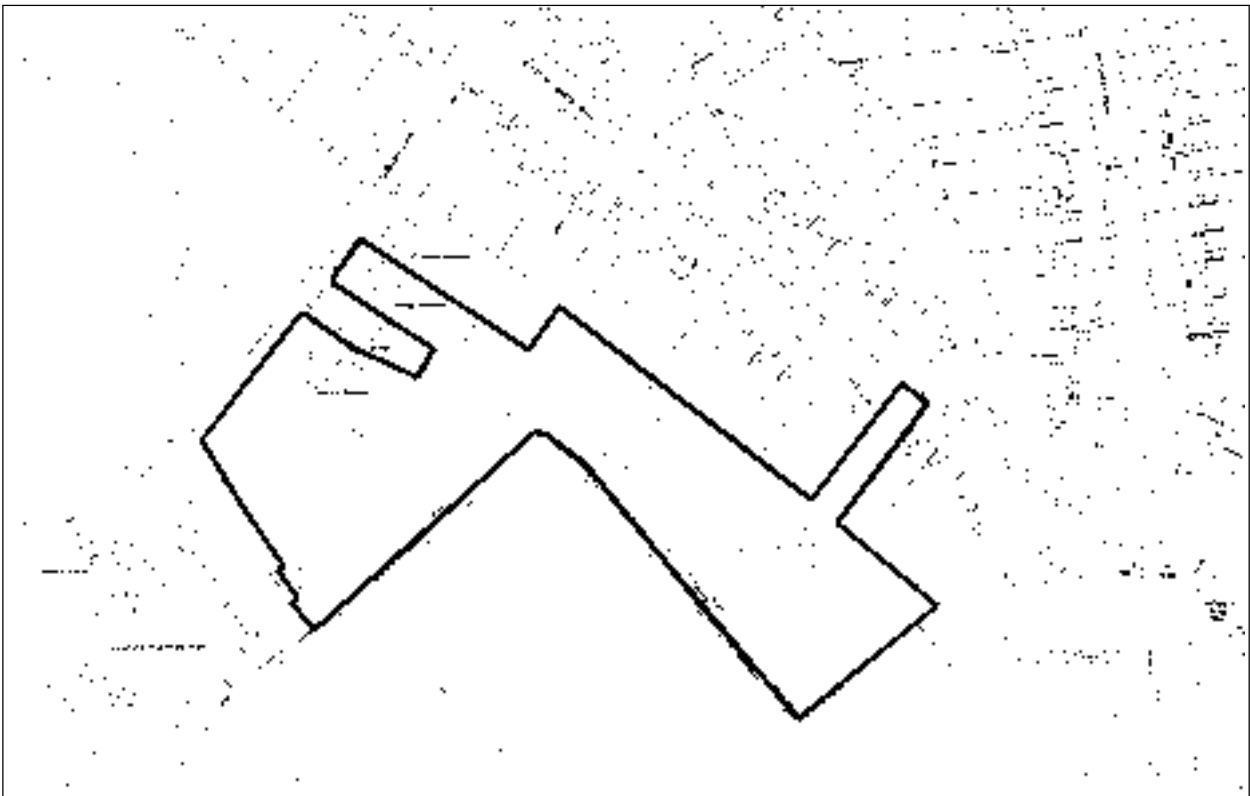
At least 10 dwellings to be affordable housing. 40% of dwellings to be small (1 or 2 bedroom) units.

OWNERSHIP:

Private

EXISTING USE:

Disused nursery, houses and gardens, field.



LOCAL PLAN HOUSING ALLOCATION SITES

SITE:

Notcutts Nursery and Woodside Cottage, Bagshot.

PHYSICAL CONSTRAINTS ON DEVELOPMENT:

None.

HOUSING CAPACITY:

150 dwellings net (151 gross)

DESIGN CONSIDERATIONS:

To be in keeping with the character of the surrounding area.

PHASING:

2001-2006

ACCESS:

Off London Road (A30). Transportation Impact Assessment required.

AREA:

5.65 ha

SPECIAL CONSIDERATIONS:

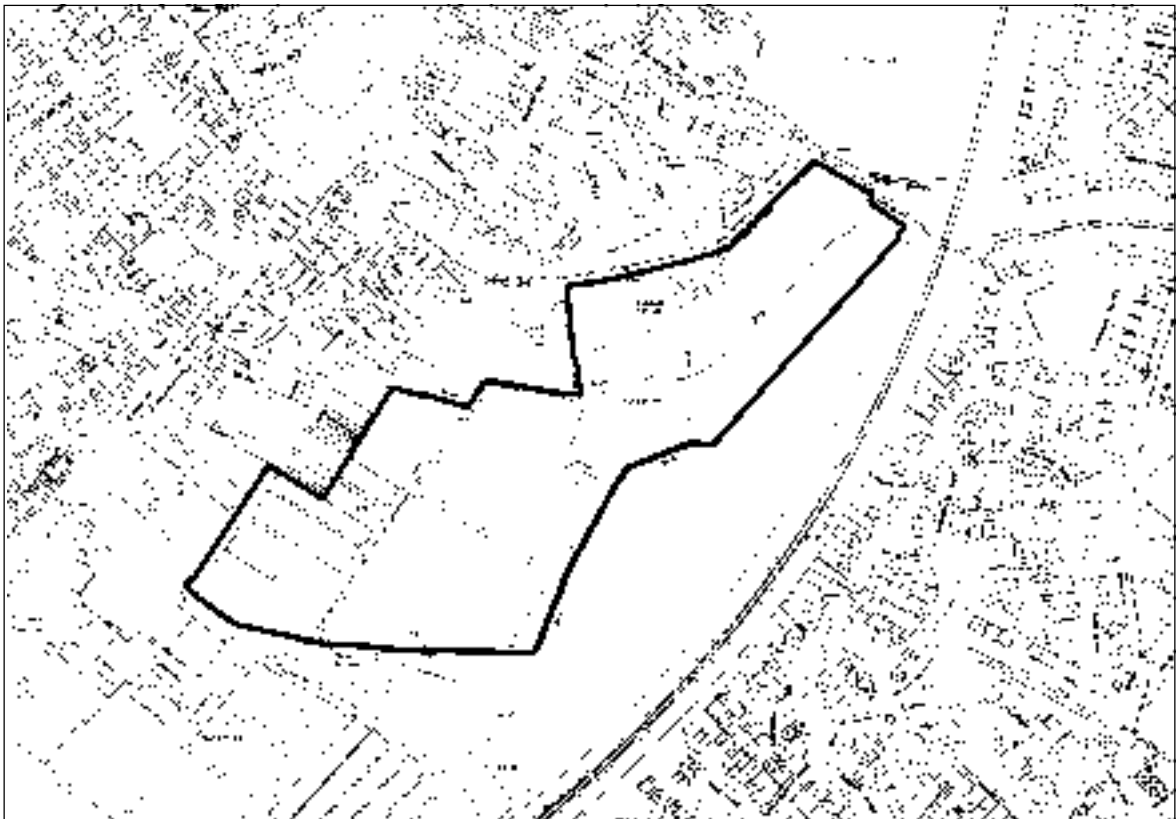
At least 38 dwellings to be affordable housing.
40% of dwellings to be small (1 or 2 bedroom) units.

OWNERSHIP:

Private

EXISTING USE:

Nursery, house and meadow



LOCAL PLAN HOUSING ALLOCATION SITES

SITE:

83 College Ride, Bagshot

HOUSING CAPACITY:

30 dwellings net (31 gross)

PHASING:

2001-2006

AREA:

1.46 ha

OWNERSHIP:

Private

EXISTING USE:

House and garden

PHYSICAL CONSTRAINTS ON DEVELOPMENT:

None.

DESIGN CONSIDERATIONS:

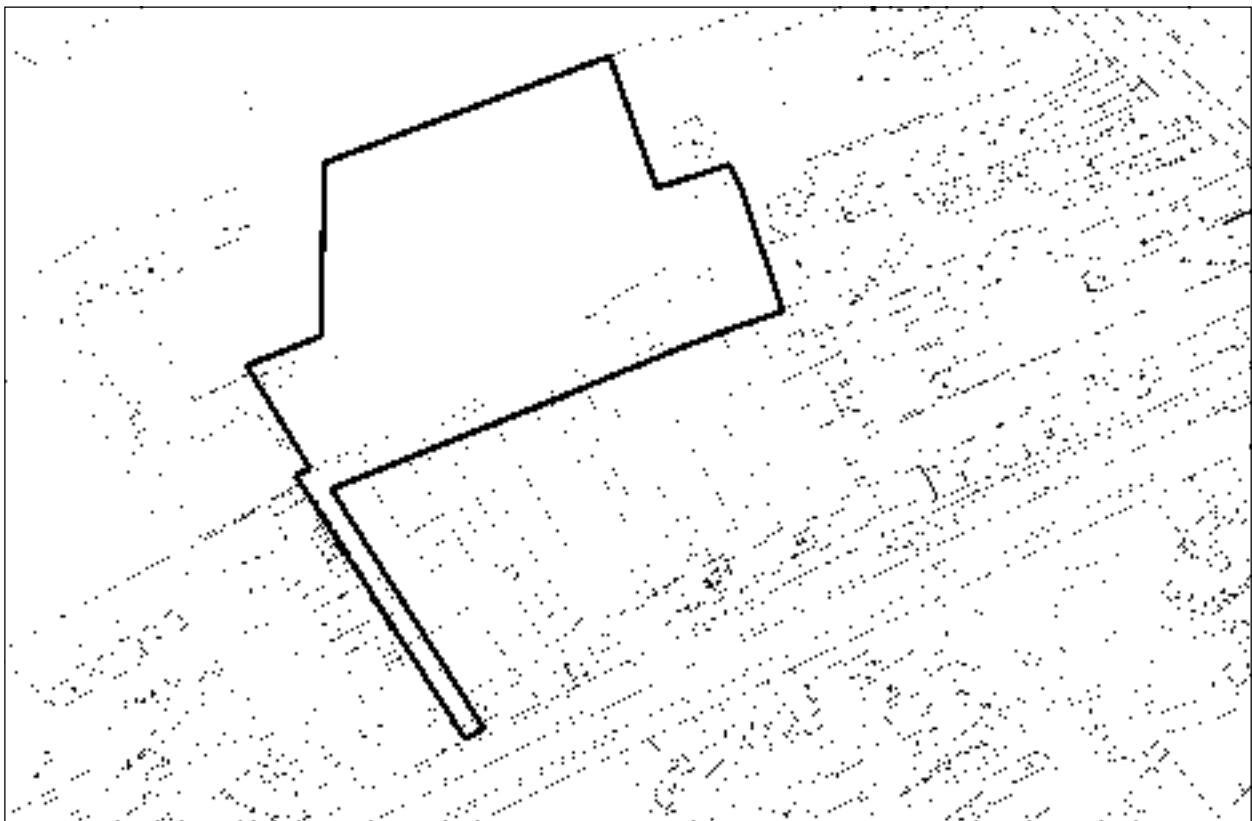
To be in keeping with the character of the surrounding area.

ACCESS:

Off College Ride.

SPECIAL CONSIDERATIONS:

At least 8 dwellings to be affordable housing. 40% of dwellings to be small (1 or 2 bedroom) units.



LOCAL PLAN HOUSING ALLOCATION SITES

SITE:

Whitehill Farm, Kings Ride, Camberley

PHYSICAL CONSTRAINTS ON DEVELOPMENT:

None.

HOUSING CAPACITY:

10 dwellings

DESIGN CONSIDERATIONS:

To be in keeping with the character of the surrounding area.

PHASING:

2001-2006

ACCESS:

Off Kings Ride

AREA:

0.65 ha

SPECIAL CONSIDERATIONS:

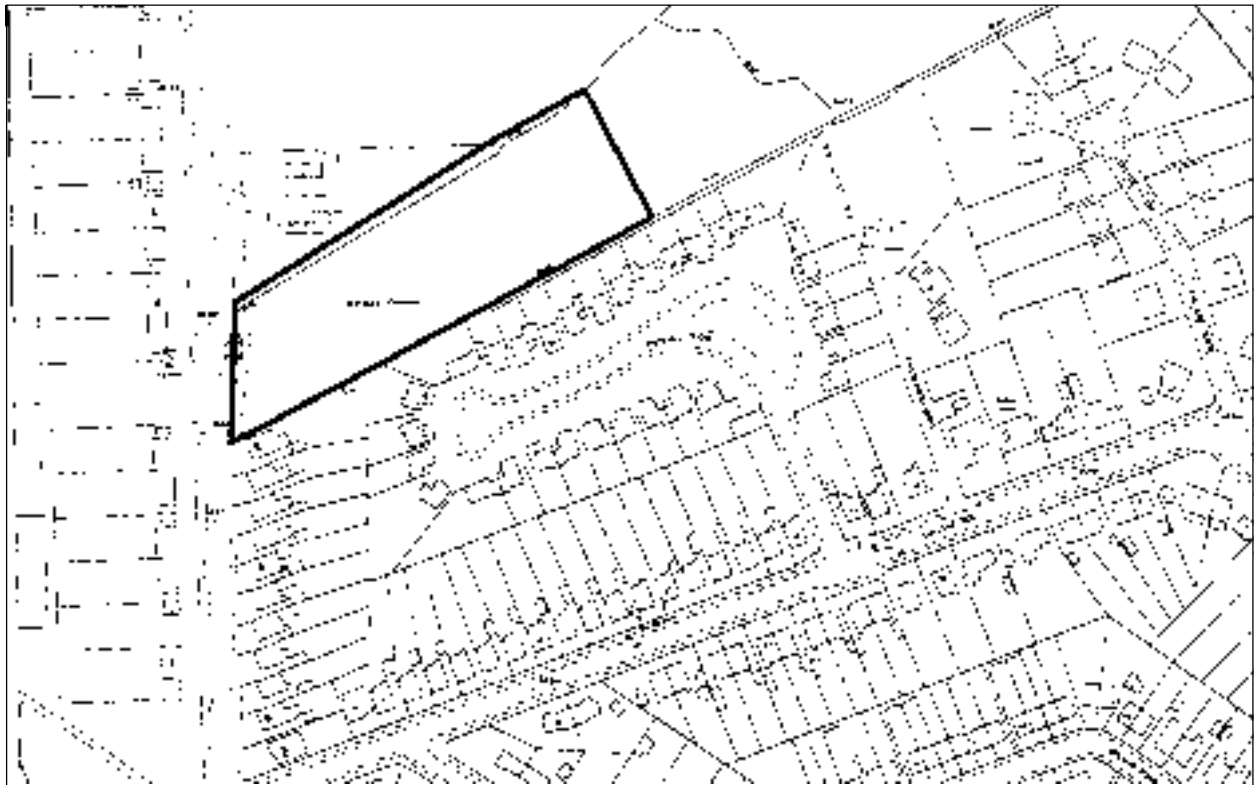
Measures will be required to protect the proposed Special Protection Area to the east from the impact of the housing. 40% of dwellings to be small (1 or 2 bedroom) units.

OWNERSHIP:

Private

EXISTING USE:

Disused non-statutory allotments



Appendix 6
EMPLOYMENT COMMITMENTS

**OUTSTANDING GROSS FLOORSPACE COMMITMENTS OF 50+ SQ METRES/
JOBS POTENTIAL IN SURREY HEATH AT 31 MARCH 1997**

Category and use class	Not Commenced			Under Constr.			Completed but vacant		Total Gross	Net	Est. of new jobs
	Demolished lost by use change	To be built/gained by use change	Net new floor-space	Dem/change of use	To be built gained by use change	Net new	Gross new	Net new			
Industry (B1 use)	22,652	24,124	1,472	144	7,354	7,210	-50	0	31,478	8,632	81
Industry (B2 use)	6,935	8,061	1,126	0	420	420	0	0	8,481	1,546	35
Industry (B1/B2 use)	0	240	240	0	0	0	0	0	240	240	10
Industry (B4 use)	0	80	80	0	0	0	0	0	80	80	3
Industry (B7 use)	227	0	-227	0	0	0	0	0	0	-227	-7
TOTAL	29,814	32,505	2,691	144	7,774	7,630	-50	0	40,279	10,271	122
Warehousing (B8 use)	16,184	7,098	-9,086	4,517	3,217	-1,300	0	-99	10,315	-10,485	10
Office (A2 use)	1,572	1,040	-532	0	0	0	310	-401	1,350	-993	-32
Office (B1 use)	3,639	23,963	20,324	572	1,784	1,212	13,779	15,383	39,526	36,919	1,832
TOTAL	5,211	25,003	19,792	572	1,784	1,212	14,089	14,982	40,876	35,926	1,800
Retail (A1 use)	2,961	6,386	3,425	59	0	-59	2,984	2,186	9,370	5,552	75
Retail (A3 use)	67	1,972	1,905	10	369	359	0	0	2,341	2,264	96
TOTAL	3,028	8,358	5,330	69	369	300	2,984	2,186	11,711	7,816	171
GRAND TOTAL	54,237	72,964	18,727	5,302	13,144	7,842	17,023	17,069	103,181	43,528	2,103

Appendix 7

CAR PARKING STANDARDS

REVIEW OF SURREY PARKING STANDARDS AND APPROACH TO CAR PARKING PROVISION

Background

1. Surrey County Council is in the process of reviewing car parking standards in response to government requirements for land use planning to be more sustainable. Government guidance in Planning Policy Guidance Note 13 “Transport” (March 1994) suggests this can be achieved by reducing car parking and thus reduce reliance on the private car and encourage the use of alternative means of transport. This approach has been adopted in Regional Planning Guidance, the Surrey Structure Plan 1994 and “A New Transport Plan for Surrey” published by Surrey County Council.
2. In January 1996 Surrey County Council published “Phase 1 - Review of Car Parking Standards” which proposed the introduction of a zonal method to restrict car parking provision for new development schemes. Zones of decreasing provision are determined by a number of weighted parameters such as availability and access to public transport facilities.

Revised Parking Standards

3. As a parallel exercise to the development of a zoned approach to car parking, Surrey County Council has carried out a review of the existing parking standards. The “Review of Surrey Parking Standards, Phase II”, contains details of this work.
4. Most of the parking standards remain unchanged; however, the County Council is proposing to relax parking standards for some uses, whilst for others further research is necessary before a standard can be formulated.

Zonal Approach

5. Following a series of discussions with the County Council, the zonal method has been applied to Surrey Heath with the following result:

Table 1

Location	Zone	Percentage Reduction to Full Demand Standards
Shopping Centres		
Camberley Town Centre	2	50
Frimley Centre	2	50
Mixed Use Areas		
The Avenue/Frimley Road	3	25
The A30 London Road/Yorktown	3	25
Industrial Estates		
Yorktown Industrial Estate	3	25
Lyon Way Industrial Estate	3	25
All other areas came out as	4	Nil

6. There would be no zones in Surrey Heath where a 100% reduction of the full demand standard would apply (Zone 1).
7. In Zones 2 and 3, new development schemes would not be allowed to provide the full demand parking standard (as set out in the revised parking standards referred to in paragraph 3).
8. In Zone 2, 50% of the standard could be directly provided; in Zone 3 only 75%. All Zone 4 areas would continue to operate to the full demand standards.
9. Within Zones 2 and 3 the restrictive approach to car parking applies to new private development, excluding housing schemes, where the full standards will continue. The approach does not apply to provision of car parking available to the public.

Current Position

11. Surrey County Council adopted the revised parking standards in 1999 on an interim basis. Following emerging government advice in PPG3, draft PPG13 and Regional Planning Guidance, it is expected that a further review will be undertaken in due course.
12. The Borough Council has not adopted the interim standards approved by the County Council. At December 2000, the standards adopted by the Borough Council remain as set out in this Appendix. These are maximum standards applied in accordance with Policy M7 of this Plan. A review of standards, in line with the County Council's review, will be undertaken in due course.

Surrey Heath Planning and Infrastructure Committee

10. The Committee considered this matter in June 1997. The Committee stated that although there were a number of reservations with regard to the application of the zonal approach, it was considered that it might be possible to move forward with this initiative subject to certain conditions. The proposed zones represented a reasonable starting point, but it might be necessary to amend the boundaries and/or the reduction factor, as some level of consistency between Surrey districts was desirable. In addition it was felt that a consistent approach should also be taken within the Blackwater Valley towns.

PARKING STANDARDS FOR SPECIFIED LAND USES

LAND USE

MAXIMUM STANDARD

Class A1 - Retail

(a) Shops – Self service stores exceeding 500 sq.m. GFA	One car space per 18 sq m (194 sq ft.) GFA plus a guide of one goods bay/lorry space per 500 sq m (5,380 sq ft.) GFA.
Other shops	One car space per 30 sq m (323 sq ft.) GFA plus a guide of one goods bay/lorry space per 500 sq m (5,380 sq ft.) GFA.
(b) Superstores – 2,500 sq m - 5,000 sq m retail floor area	One car space per 9 sq m (97 sq ft.) GFA plus a guide of one goods bay/lorry space per 750 sq m (8,075 sq ft.) GFA.
Over 5,000 sq m retail floor area	One car space per 9 sq m (97 sq ft.) GFA plus a guide of one goods bay/lorry per 1,000 sq m (14,766 sq ft.) GFA.
(c) Retail Warehousing - DIY	One car space per 16 sq m (172 sq ft.) GFA, plus a guide of one lorry space per 500 sq m (5,380 sq ft.) GFA.
Garden Centres	One car space per 16 sq m (172 sq ft.) of covered retail floor area plus a guide on one lorry space per 500 sq m (5,380 sq ft.) GFA.
Other retail warehousing uses, eg flatpack furniture, carpets	One car space per 25 sq m (269 sq ft.) GFA, plus a guide of one lorry space per 500 sq m (5,380 sq ft.) GFA.
(d) Retail Parks	One car space per 20 sq m (215 sq ft.) GFA plus a guide of one lorry space per 500 sq m (5,380 sq ft.) GFA.
(e) Regional Shopping Centres	One car space per 9 sq m (97 sq ft.) gross leasable area.
(f) Town Centre Self Service Food Stores	One car space per 18 sq m (193 sq ft.) GFA, including one space per 200 sq m (2,150 sq ft.) for operational use. (See supplementary note below).
(g) Town Centre Shops	One car space per 30 sq m (323 sq ft.) GFA, including one space per 200 sq m (2,150 sq ft.) for operational use. (See supplementary note below). Indicative lorry parking of one space per 500 sq m (5,380 sq ft.) GFA.

LAND USE

MAXIMUM STANDARD

Class A2 - Financial and Professional Services

Betting Shops

One car space per 300 sq m (3,230 sq ft.) floor area.

Class A3 - Food and Drink

a) Public Houses and Licensed Clubs

One car space per 2 sq m (21.5 sq ft.) of net bar floor area available to customers.

b) Restaurants and Cafes

One car space per 4 sq m (43 sq ft.) of net dining floor area.

c) Transport Cafes

One lorry space per 2 sq m (21.5 sq ft.) of net dining floor area.

Supplemental Notes:-

1. Town Centre Retail - non operational parking in town centre retail developments should either be open to public use or, where it is adopted by a Council policy, by the use of appropriate commuted payments.
2. Self Service Stores - the standard for large self-service stores is intended to apply to supermarkets and intensively used variety stores (such as Marks and Spencer or W H Smith and Sons). In the case of supermarkets, it is particularly important that the parking should be on site or adjoining. There may be other self-service stores (or sections thereof) where the nature of the goods sold is such that the ratio of customers to gross floor area is unlikely to be no higher than in an ordinary (assistant service) shop. In such cases the standard of 1 car space per 30m² may be adequate.
3. Garden Centres - a higher standard may be required where there is a large open sales display area of where garden centres are located on major highways.

Class B - Business

a) Offices; High Tech and Science Parks; Business Parks

One car space per 20 sq m (215 sq ft.) GFA, to include one space per 200 sq m (2,150 sq ft.) for operational use.

b) Business Use; General Industrial Use

One car space per 20 sq m (215 sq ft.) GFA, to include one space per 200 sq m (2,150 sq ft.) for operational use, plus indicative lorry parking of one space per 500 sq m (5,380 sq ft.) GFA.

c) Warehouses and other Storage Areas

One car space per 200 sq m (2,150 sq ft.) GFA, plus one goods bay/lorry space per 200 sq m (2,150 sq ft.) GFA.

d) Cash and Carry Warehousing (wholesale only)

One car space per 50 sq m (538 sq ft.) GFA plus one goods bay/lorry space per 200 sq m (2,150 sq ft.) GFA.

One car space per bedroom, including staff accom-

Supplemental Note

1. Where the applicant is prepared to enter into a legal agreement restricting the use of development to Class B1(c) (light industry) a relaxation of the standard may be considered. Such lower provision will only be allowed where there is sufficient space to increase the maximum business parking requirement should this subsequently be necessary. These standards may also be relaxed in town centre locations, in lieu of commuted payments, as described in the introduction of this document.

Class C1 - Hotels and Hostels

a) Hotels and Motels

modation. Additional provision should be made for bars, restaurants, conference and other facilities available to the public based on the relevant standards for these uses.

b) Hostels

One car space per 2-6 occupants depending on the purpose of the hostel. The lower standards of 1 car space per 2 occupants will apply unless the applicant can satisfy the LPA that a lower provision within the specified range is appropriate.

Class C2 - Residential Institutions

a) Nursing Homes

One car space per five residents.

b) Hospitals

Each case to be considered individually.

c) Residential Schools, Colleges or Training Centres

Initial provision where appropriate in accordance with Department of Education and Science Standards in force at the time. In addition an area of land should be allocated for future provision to meet the following overall standards:-

One car space for each member of the teaching staff.

Two car spaces for every three non-teaching staff.
One car space for every eight students, based on maximum student capacity.

Class C3 – Dwelling Houses

PARKING STANDARDS – DWELLING HOUSES

TYPE OF PARKING LAYOUT ALLOCATED PER DWELLING	ASSIGNED CAR SPACES REQUIRED PER DWELLING	UNASSIGNED CAR SPACES	
A. Family Dwellings			
Near Only	3 or more	0.25	
	2	0.55	
	1	1.10	
	Near and Distant	2	0.85
	Distant Only	2	1.10
None Assigned	1	1.40	
	0	1.95	
B. One Bedroom Dwellings			
Near Only	2 or more	0.25	
	1	0.80	
Near and Distant	2	0.50	
Distant Only	1	0.80	
None Assigned	0	1.55	
C. Elderly Persons' Dwellings			
Sheltered Housing	0	0.50	

Supplementary Notes

In general, these standards should form part of a wider range of considerations, such as site layout, environmental issues and neighbouring development proposals. The standards should therefore be used in conjunction with Volume 4 of the Surrey Design Guide, "Roads and Footpaths", which gives information on location and layout of spaces. The County Council's policies on traffic impact and environment are contained within the County's Structure and Transport Plans.

Public Sector Housing, Conversions and Infills

Public sector housing, conversions and infills would generally require the same standards as family dwellings. Any special case must be agreed with the District Planning Authority.

Glossary of Terms

Assigned Spaces:

These are spaces which are obviously associated with individual dwellings and are used by the occupants and their visitors. They include garages, carports and spaces directly in front of them.

Unassigned Spaces:

These are not associated with individual dwellings and are open to all comers. They are usually in the form of either parking bays or spaces on the carriageway. They should generally be close enough to dwellings to be used in preference to other sections of the highway.

Distant Parking: These are usually assigned lockable garages further away from the dwelling than their unassigned provision. All other assigned spaces are near.

Near Parking: These are assigned spaces which are closer to a dwelling than unassigned spaces.

Class D1 - Non-Residential Institutions

- a) Medical Clinics and Health Centres Four car spaces per doctors consulting room.
- b) Dental Surgeries Three car spaces per dentists consulting room.
- c) Veterinary Practices Four car spaces per veterinary consulting room.
- d) Schools
- Initial provision should be in accordance with Department of Education and Science scale for the time being in force. Additional areas of land should be allocated for future provision to meet the following overall standards:-
- | | | |
|----------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|
| First and Middle Schools | 160 pupils | 6 car spaces |
| | 200 pupils | 7 car spaces |
| | 240 pupils | 8 car spaces |
| | 280 pupils | 9 car spaces |
| | 320 pupils | 10 car spaces |
| | 360 pupils | 11 car spaces |
| | 400 pupils | 12 car spaces |
| Secondary Schools and Sixth Form Colleges | 480 pupils | 13 car spaces |
| | 600 pupils | 31 car spaces |
| | 720 pupils | 37 car spaces |
| | 750 pupils | 38 car spaces |
| | 840 pupils | 40 car spaces |
| | 900 pupils | 45 car spaces |
| | 960 pupils | 48 car spaces |
| Further Education Establishments | 1050 pupils | 52 car spaces |
| | 1080 pupils | 55 car spaces |
| | 1200 pupils | 60 car spaces |
| | 1500 pupils | 75 car spaces |
| | Initial provision should be in accordance with Department of Education and Science standard for the time being in force. Additional areas of land should be allocated for future provision to meet the following overall standards:- | |
| | One car space for each member of the teaching staff. | |
| | Two car spaces for every non-teaching staff. | |
| One car space for every eight students, based on maximum student capacity. | | |
- e) Further Education Establishments

- | | | |
|----|----------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| f) | Libraries, Art Galleries, Museums, etc | One space per 30 sq m (323 sq ft.) GFA. It will also be necessary to consider any appropriate operational parking requirements for service vehicles, mobile libraries and exhibitions caravans etc. |
| g) | Public Halls and Exhibition Halls | One car space per 6 sq m (65 sq ft) GFA. |
| h) | Places of Worship | One car space per ten seats as designed. |

Supplementary Notes:-

1. Schools and Educational Establishments - for each facility provision should be made for the dropping off, waiting and picking up of pupils by car (Primary Schools) and by car and coach (Secondary Schools). This shall include a facility for vehicles to turn without reversing. In appropriate cases any paved playground areas should be designed as overflow parking areas for special events and/or evening classes.
2. Libraries, Art Galleries, Museums etc - in town centre locations it may be appropriate to consider a reduced standard for visitors parking. However, separately assigned staff parking will be required.
3. Places of Worship - where it is likely that the congregation will be drawn from a wide area, additional parking spaces may be required.

Class D2 - Assembly and Leisure

- | | | |
|----|-------------------------------------------------------|-------------------------------------------------------------------------|
| a) | Theatres, Cinemas, Bingo Clubs, Dance Halls and Clubs | One car space per three persons as licensed. |
| b) | Leisure Centres, Sports Halls and Swimming Pools | One car space per 10 sq m (108 sq ft.) GFA and one space per two staff. |
| c) | Tennis and Badminton Clubs | Four spaces per court. |
| d) | Squash Clubs | Two spaces per court. |
| e) | Other Leisure Facilities, including water sports | Each case to be considered individually. |

Supplementary Notes:-

1. Sports and Leisure Complexes - where a sport or leisure facility is expected to draw significant numbers of spectators on occasions it will be necessary to consider the need for additional spaces.
2. For Youth and Community Centres, Scout Huts, etc, where car usage is generally light, consideration should be given to relaxing the above standard, albeit taking into account the possibilities of occasional lettings for other purposes or a future change of use. A suggested minimum requirement in such cases would be 1 car space per 20m² GFA.

Other Land Uses

- | | | |
|----|-----------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------|
| a) | Theatres | One car space per three persons as licensed. |
| b) | Car Sales Establishments | One car space per 50 sq m (538 sq ft) of car display area to be set aside exclusively for the parking of visitors' cars. (See also supplementary note below). |
| c) | Garages and Vehicle Repairs/Sales | One car space per 20 sq m (215 sq ft) GFA. |

Supplementary Notes:-

1. Vehicle Sales - parking provision set out in the above requirement must be additional to display areas for car sales and service bays.
2. The operational area of the forecourt should be kept free of any form of parking.

Parking for the Mobility Handicapped

The Borough Council will normally require assigned car parking spaces for the mobility handicapped where the proposed development involves buildings to which the public is admitted, ie those covered by the Chronically Sick and Disabled Persons Acts 1970-81. The types of development to which this will be applied include:

1. Administration and public buildings including Local Government services, police, fire and ambulance stations, courts and travel interchanges;
2. Health and welfare buildings such as hospitals, health centres, surgeries and residential homes;
3. Sports and entertainment buildings including restaurants, public houses, halls, theatres, cinemas, community buildings and sports centres;
4. Educational and religious buildings, for example, schools, colleges and libraries;
5. Shops including post offices and banks;
6. Hotels and hostels;
7. Industrial and commercial buildings and factories.

For all developments intended for normal public access (1 to 6 above) special parking facilities should be provided at a standard of:

- 1 disabled space per 25 car spaces (min provision of one for all developments.)
- 3 disabled spaces per 50 car spaces.
- 5 disabled spaces per 100 car spaces
- 1 disabled space for every additional 50 spaces (or part thereof).

For employment generating developments with no normal public access (including 7 above) provision should be made for 1 disabled person space per 25 car spaces up to 100 car spaces, and 1 disabled person space for developments requiring less than 25 car spaces, provision for the disabled shall be considered on the merits of the particular proposal.

Such provision should be located close to an entrance accessible to disabled persons, and the links between these access points and the parking spaces should allow for uninterrupted access by wheelchair users. Spaces should be provided where appropriate for assisted wheelchair users as well as ambulant disabled. On all residential estates, car parking and garaging facilities for disabled persons should be close to dwellings and preferably linked by covered walkways. In town centre locations, parking provision for the disabled should be at the same level as the main public use wherever practicable.

The required width of disabled parking spaces differs according to the nature of the disability. The standard 2.4m bay is too narrow for most disabled groups. It does not enable a wheelchair bound person to transfer to his wheelchair if the adjoining bay is also occupied, and can prevent those ambulant disabled with leg problems from getting into and out of their vehicle with ease. It is recommended that reserved ambulant disabled spaces should normally be 3m wide (minimum 2.8m) with spaces for the wheelchair bound normally 3.6m wide (minimum 3.2m) (see attached diagram). Provision between these two disabled groups should be approximately 50:50.

Other requirements will be based on the suggested guidelines in "Access for Action" published by the Access Committee for England in 1987. Copies of this are available free of charge from the Committee at 35 Great Smith Street, London SW1P 3BJ.

Appendix 8 CAMBERLEY TOWN CENTRE

Profile of Camberley Town Centre

1. Table 1 shows an estimated 47,067 square metres net shopping floorspace and 236 units in the town centre. 81% is for the sale of comparison goods and in terms of the Use Classes Order (1987), 87% is A1. There were 2,392 square metres of vacant floorspace constituting 5% of the total shopping floorspace (1998 data).

2. Between 1989 and 1997 Camberley town centre saw a 59% reduction in convenience floorspace and 8% increase in comparison goods. The reduction was due to the opening of two out of town shopping developments, Sainsburys at Watchmoor Park, and Tesco/Marks and Spencers at The Meadows, Sandhurst. During this period there was also a 14% increase in the total number of convenience and comparison units and the total number of vacant units remained the same at 10%.

Table 1

Retail Profile of Camberley Town Centre (1998)						
	Net ⁸ Floorspace (m ²)	Percentage of Total Net Floorspace	Frontage ¹ (m)	Percentage of Total Frontage	Units	Percentage of Total Units
Convenience ²	1,894	4	93	5	13	6
Comparison ³	38,056	81	1,279	63	122	52
Service ⁴	4,725	10	487	24	75	32
Vacant	2,392	5	166	8	26	10
Total	47,067	100	2,025	100	236	100
A1 - Uses ⁵	40,801	88	1,445	72	149	64
A2 - Uses	2,050	4	227	11	36	15
A3 - Uses	1,678	3	165	8	20	9
SG1 ⁶ - Uses	0	0	0	0	0	0
SG2 ⁷ - Uses	146	0	22	1	5	2
Vacant	2,392	5	166	8	26	10
Total	47,067	100	2,025	100	236	100

¹ Measured by pacing;

² Convenience: Grocers, dairymen, butchers, poulterers, fishmongers, greengrocers, fruiterers, bread and flour confectioners, off licences, retailers of confectionery, tobacco and newsagents;

³ Comparison: Clothing, footwear, leather, household goods and other non-food retailers;

⁴ Service: Premises open to the general public at which a service, rather than goods for sale are offered, eg hairdressers, estate agents, banks and building societies, restaurants, launderettes;

⁵ 1987 Use Classes Order;

⁶ Sui Generis 1 - Shops selling and/or displaying motor vehicles;

⁷ Sui Generis 2 - Launderettes, taxi businesses and amusement centres;

⁸ Area of the shop from which sales are made and to which the general public have access

Role and Function of Camberley Town Centre

3. Camberley town centre plays an important role for shopping, a place of work and for personal business. 48% of all visitors to the town centre shop, 25% come to town to work and 17% for personal business (for example to visit the bank).
4. Camberley is a comparison shopping location, ie to purchase non food goods. Shoppers in Camberley are predominantly professional and skilled workers aged between 35 to 54; and 72% of shoppers travel by car.
5. 6,350 people work in the town centre, 47% of which are employed in business, 27% in retail use (Class A1), 12% in A2 uses (financial and other services) and A3 uses (restaurants, take-aways, etc) and the remainder in leisure, civic and community uses.

Catchment Area

6. In general terms, the catchment area of a town centre represents the area from which the retail outlets within the centre can be expected to draw the majority of their trade. Camberley's catchment area has been established by two studies which draw very similar results; the "Camberley Town Centre Retail Study", May 1995 (Donaldsons) and the "Retail and Leisure Assessment Report", March 1999 (MVM Planning). The primary catchment area (PCA) for Camberley town centre extends to Sandhurst in the north, the built-up area of Camberley/Deepcut in the east, Mytchett/Cove in the south and Yateley in the west. The secondary catchment area (SCA) takes in Crowthorne, Bagshot, Bisley, Farnborough, Fleet and Hartley Wintney. The populations of the PCA and SCA are 132,600 and 92,000 respectively.
7. The latest retail survey (1999) showed that 57% of residents in the PCA and 24% of residents in the SCA principally use Camberley town centre for their main non-bulky comparison goods shopping.

Comparison with Surrey Centres and other Major Centres

8. Camberley town centre competes with a number of surrounding retail centres: Bracknell to the north, Woking and Guildford to the east, and Farnborough to the south. In addition, The Meadows (Tesco and M & S) although not a town centre draws customers from Camberley town centre.
9. Any significant growth in non-food sales in any of these centres, particularly Farnborough and The Meadows, will draw more customers from the Camberley catchment area. In order to reduce the "leakage" it will be necessary to provide the quantitative and qualitative shopping that draws residents to Farnborough, Guildford and The Meadows. The redevelopment of Land West of Park Street (see paragraph 12 and Policy TC19) should help to reduce some of this leakage.

Car Parking

10. Table 2 shows that Camberley town centre has a total of 3,212 public car parking spaces in two multi-storey car parks, six surface car parks and on-street parking in Controlled Parking Zones in and around the town centre. Of these 216 are available on Saturdays only and 52 are disabled parking spaces. There are a number of cycle, motorcycle and taxi parking spaces in the town centre.

Table 2

Car Parking Spaces in Camberley Town Centre (2000)				
	Total	Available Spaces	Available Saturday only	Disabled Parking
Multi-storey parking	1,673	1,577	72	24
Surface level parking	989	830	144	15
On-street car parking ¹	550	537	-	13
Total	3,212	2,944	216	52

1. *Includes parking in and around the town centre in Controlled Parking Zones; not all are marked*
11. On the basis of evidence put to the 1999 Inquiry, the Inspector concluded that there is a need for about 15,000 sq. metres (gross) of additional retail floorspace to be provided in Camberley Town Centre by the year 2006. Failure to provide this retail space would probably lead to an increase in the outflow of trade from Camberley's catchment area to more distant centres, and this would not be consistent with the Government's objective of reducing the number and length of car journeys.
12. The Inspector supported the identification of the Land West of Park Street to accommodate a mixed-use development to include meeting retail requirements.
13. In addition to Land West of Park Street, there are other opportunities which may arise to improve retail provision as part of mixed use schemes within the town centre

Appendix 9

LANDSCAPE PROFILE FOR WESTERN SURREY

Taken from “The Future of Surrey’s Landscape and Woodlands - Part 2: Landscape Strategy Consultation Draft February 1996” published by Surrey County Council.

1. Western Surrey is defined by the northern and western county boundaries lowland farmland of Wanborough and Ockham and Clandon in the south and the Thames Floodplain and valley of the Lower Mole in the east. The Blackwater Valley is an important feature to the west and the towns of Woking, Guildford, Camberley and Weybridge occur within and around the edge of western Surrey. The suburbs of these towns and extensive areas of low density housing merge into the more rural parts of the area. Until recently, much of the landscape was heathland but a large part of this has been lost more recently through development associated with housing, forestry, tree nurseries, golf courses and cemeteries. There is no strong landscape pattern of identifiable character areas. Instead, the countryside is composed of a patchwork of four closely interlinked local landscape types:
 - farmland;
 - heathland;
 - parkland; and
 - forestry.
2. Forestry is not dealt with here and reference should be made to FSLW1: Assessment (Western Surrey - Forestry) and FSLW3: Woodland Strategy.

FARMLAND

3. In Western Surrey, farmland occurs on areas of low-lying, gently undulating landscape. It is a small scale, enclosed landscape with small fields divided by tall hedgerows and tree belts. Woodland occurs as narrow strips alongside roads adjacent to field boundaries and beside ditches and streams. In area, each woodland is small but the frequency of occurrence creates the impression of a well-wooded landscape. Farming is predominantly pastoral and dominated by horse grazing with small pockets of cattle and sheep. Nurseries and market gardens appear infrequently. Smaller settlements have evolved around village greens set back from the roads or in lines strung alongside the roads. Views from the roads in the area are restricted by the tree belts and hedgerows but from tracks and paths occasional views across fields enclosed by hedgerows and scrubby vegetation occur.

Important Elements

- Enclosure along roads.
- Small scale landscape with intricate pattern of small fields divided by tall hedgerows.
- Roadside ditches and grass verges.
- Footpaths cutting diagonally across fields.

Issues

- New housing developments of high density do not fit in well with the character of the landscape.
- Some areas of horse grazing are poorly managed with loss of hedges, untidy post and wire fences and weedy growth on fields.
- The loss of hedgerows and tree belts opens up the landscape with significant change of character. Some are already being lost where poorly managed, over-mature and gappy.

- Loss of vegetation particularly alongside roads makes development in the landscape more visually intrusive.

Management Strategy: Enhancement

Improved management of tree belts, woodlands and hedgerows, coupled with replacement of lost hedges and removal of fencing would strengthen the structure of the landscape.

New Development Design Indicators

Red brick and red tiles, white painted brick and pebbledash, natural timber and blackened exposed beams.

Boundaries to built development include village greens, tree belts, hedges, post and rail fences and high red brick walls.

Grass verges and ditches run alongside roads with tree belts, hedgerows and bracken. Most roads have no raised kerbs.

Avoid concrete kerbs and chainlink, chestnut paling and post and wire fences.

HEATHLAND

4. Remaining heathland in Western Surrey generally occurs on areas of rolling landscape. These are relatively extensive open areas, often in the ownership of the Ministry of Defence but with some areas of common land and other public open space. Few settlements are strung along the roads passing through the heathland. Dense tree cover occurs in places where there has been natural regeneration of the heathland and in belts alongside roads. The enclosure created by trees alongside the roads contrasts with the extensive views across areas of rolling heathland. It is a generally rural landscape with a sense of isolation only disturbed by the occasional sights and sounds associated with army presence and exercises.

Important Elements

- Roadside bracken.
- Enclosed road corridors.
- Contrast between open rolling heathland and areas of regenerated woodland.
- Sense of isolation.

Issues

- Loss of heathland where scrub and tree regeneration is occurring.
- Increase in tree cover leading to loss of views.
- Limited public access to areas of open heathland as a result of large areas of operational Ministry of Defence land.
- Some areas of Ministry of Defence land may come out of operational use in the near future and new land uses will need to be identified.

Management Strategy: Enhancement

New Development Design Indicators

- New development is not appropriate within areas of open heathland.

PARKLAND

5. Parkland also occurs on areas of rolling landscape where the land has been managed for farming or as part of large estates. It differs from farmland in a number of ways, most clearly in scale and enclosure. Where farmland is enclosed and small scale, areas of parkland tend to be more open and of a medium scale. Fields are large, regularly shaped and open with some remnant hedges but more often divided by post and rail fences. Parkland trees with a characteristic browse line occur in groups, lines and as remnant avenues. There are also some tree belts and tall hedgerows which provide some enclosure within this open landscape. The predominant land use is grazing, mostly of horses, but with some cattle.

Parks and more recently golf courses feature strongly within the landscape. Settlement occurs as large individual houses or large farm estates. Views occur across rolling fields and often containing glimpses of these larger properties.

Important Elements

- Open pastoral fields defined by post and rail fences.
- Mature parkland trees in groups, lines and remnant avenues.
- Views of landscape from roads.

Issues

- New development is more visible in the parkland landscape than on farmland and is intrusive where of an inappropriate, uncharacteristic design.
- Remaining hedgerows, although not a dominant feature, are important in containing the landscape. Lack of management will lead to further loss of hedges and a more extensive landscape.
- Loss of parkland trees over time will erode the distinctive character of the landscape.

Management Strategy: Conservation

New Development Design Indicators

- Large white buildings, smaller buildings with red brick and red tiles, natural timber and blackened exposed beams.
- Post and rail fences define boundaries while tree belts and tall hedgerows provide some enclosure in the landscape.
- Grass verges and ditches run alongside roads backed by hedgerows and tree belts or post and rail fences.
- Few raised roadside kerbs.
- Timber and corrugated iron barns painted in muted reds, browns and oranges blend in with the landscape. Green painted buildings are visually intrusive and inappropriate.

Appendix 10
SURREY STRUCTURE PLAN 1994
LIST OF POLICIES

POLICY EN1
SUSTAINING SURREY'S
ENVIRONMENT

In considering development proposals and in formulating policies in local plans, the planning authorities will need to be satisfied that these are sustainable, having regard to the environmental resources identified in Chapter Three and to satisfy the requirements of Policy EN3 with respect to infrastructure.

Development will also be expected to demonstrate that it complies with the need to:

- i. minimise the risk of harm to human health and to the environment from noise, vibration, effluent, fumes and other pollution, including gas arising from landfill sites, resulting from development, and
- ii. promote the conservation of energy by seeking the highest practicable degree of energy efficiency through appropriate location, layout and design of development, and encourage the use of renewable sources of energy; and
- iii. promote the conservation of natural features and water resources, including the quality of groundwater and rivers, streams and stillwaters, and
- iv. create an attractive, safe and secure urban environment.

POLICY EN2
ENVIRONMENTAL ASSESSMENT

Development which may have a materially adverse impact upon the environment and character of the County, or make material demands on infrastructure and services, will not be permitted unless it has been demonstrated, by the provision of appropriate information, that environmental effects are acceptable and conform with the policies of this Plan and the relevant local plan.

POLICY EN3
INFRASTRUCTURE AND SERVICES

Development will normally be permitted provided that:

- i. the capital works directly required to service the development are provided or will be provided, and
- ii. demands are not placed on infrastructure, including transport infrastructure, and services beyond that which is available or can be made available without leading to damage to non-renewable natural or to built resources; the cumulative impact of proposals will be considered.

The planning authorities will, where appropriate, indicate the infrastructure and service constraints on development. Where infrastructure and services are limited, priority will as far as possible be given to development which meets essential social and community needs and other needs of the Plan which cannot be met elsewhere.

Development, other than change of use, which would be at direct risk from flooding or likely to increase the risk of flooding elsewhere will not normally be permitted.

POLICY EN4
PLANNING BENEFITS

Planning benefits should stem only from development which is otherwise acceptable under the Plan. The planning authorities will seek related planning benefits from development where the best interests of the environment and community can be served by the granting of a planning permission from which such benefits can be gained. Improvements which may be secured by planning benefits include those to the environment, to infrastructure, or to the provision of community, leisure or cultural services.

Where the built or natural environment in an area is of poor quality, appropriate planning benefits which secure improvements to the conditions will be sought from development.

POLICY PE1 THE GREEN BELT

Outside the urban areas, a Green Belt will be maintained from the County boundary with Greater London to a general line extending southwards from a point west of Windlesham, passing west of Knaphill to a point east of Tongham, thence to the west of Frensham and south eastwards to a point east of Haslemere, northwards to exclude Dunsfold and Cranleigh and then eastwards to south of Charlwood but excluding Horley and its surroundings before joining the boundary with West Sussex to the south east of Horley. Once local plans have established precise Green Belt boundaries they will be altered only in exceptional circumstances.

POLICY PE2 DEVELOPMENT WITHIN THE GREEN BELT

With the Green Belt and outside rural settlements, development which would conflict with the purposes of the Green Belt or adversely affect its open character will not be permitted, except in very special circumstances.

Subject to the above, development will not normally be permitted except for uses appropriate to the Green belt, including the essential requirements of agriculture or forestry, outdoor sport and recreation, cemeteries, institutions within extensive grounds or other uses appropriate to a rural area. Proposals in rural settlements will be considered under Policy RU1.

Development on redundant hospital sites in the Green Belt will be considered in accordance with Government advice on this subject: new institutions will normally be permitted on such sites.

POLICY PE3 COUNTRYSIDE BEYOND THE GREEN BELT

In the rural areas not covered by the Green Belt and outside rural settlements, the countryside will be protected for its own sake.

Development within the countryside will normally only be acceptable for uses related to the essential needs of agriculture, forestry, outdoor sport and recreation, mineral extraction, waste disposal and gypsy caravan sites. Small scale development to diversify the rural economy may be permitted under

Policies RU3 and RU4. All development must be appropriate in scale, form, impact and siting.

Local plans may identify land to meet necessary development requirements which cannot be met within existing urban areas and can be justified within the strategy of this Plan. Local authorities will be expected to undertake an environmental assessment in order to identify land suitable for accommodating such requirements.

POLICY PE4 LAND RESERVED FOR LONGER TERM DEVELOPMENT REQUIREMENTS

Where land has been excluded from the Green Belt and reserved in local plans to meet possible long term development requirements, it will be safeguarded from premature development. Proposals which would affect the open character of such land, or prejudice the use of the land for possible long term development will not be permitted.

Where the release of reserve sites is justified by development requirements, this will normally be achieved through the allocation of the land in the local plan.

POLICY PE5 THE BLACKWATER VALLEY STRATEGIC GAP

The planning authorities will be expected to protect open land in the Blackwater Valley Strategic Gap, promote the enhancement of the landscape and nature conservation and improve public access for outdoor sport and recreation.

Development within the Strategic Gap will not normally be permitted except for that associated with outdoor sport and recreation, public access, agriculture and nature conservation.

POLICY PE6 RIVER CORRIDORS

The planning authorities will safeguard and enhance the visual qualities, amenities and environmental values of river corridors within urban and rural areas. They will give priority to implementing positive measures and co-operative action to enhance the environment and secure appropriate public access for water based or waterside recreation in:

- i. the Thames Valley,
- ii. the Blackwater Valley,
- iii. the Colne Valley Park,
- iv. the Valley of the Wey and Wey Navigation,
- v. the Mole Valley
- vi. the Tillingbourne Valley.

Development affecting rivers, canals and streams will not normally be permitted where it is likely to prejudice potential recreational and amenity use, or reduce water or ecological quality.

POLICY PE7 LANDSCAPE

The planning authorities will protect landscape in the County by conserving landscape in the County by conserving landscape quality and promoting the maintenance of landscape diversity and the enhancement of local landscape distinctiveness.

A. Areas of Outstanding Natural Beauty

The Surrey Hills and High Weald Areas of Outstanding Natural Beauty are of national importance and will be subject to the most rigorous protection. Development inconsistent with the primary aim of conserving and enhancing the existing landscape character will not be allowed. Proposals for mineral working, and the disposal of waste for their restoration, will be subject to the most rigorous examination. New workings, other than extensions to existing sites identified in a Minerals Local Plan, will not normally be permitted. Small scale development for agriculture, forestry or outdoor recreation as well as that in support of services for the local community will normally be acceptable in Areas of Outstanding Natural Beauty provided that proposals conserve the existing landscape character and are in accordance with the policies of this Plan.

B. Areas of Great Landscape Value

Landscape of similar character and quality has been designated within the Areas of Great Landscape value which cover a wider area. The same considerations will apply as within the Areas of Outstanding Natural Beauty, regarding the conservation and enhancement of their existing character.

C. Damaged Landscapes

Areas of damaged landscape, particularly land within the urban fringes around towns, adjoining motorways and primary routes or in river corridors, will, where appropriate, be defined in local plans and positive proposals for their enhancement will be implemented. Permissible development in such areas will be expected to make a positive contribution to improving the quality and appearance of the landscape.

Local plans should define the landscape area listed in A, B and C as well as local landscapes and their characteristics, and include policies to ensure that development respects the particular qualities and features of the landscape.

POLICY PE8 NATURE CONSERVATION

Areas of nature conservation value will be protected and enhanced. Local plans will identify Special Protection Areas, Wetlands of International Importance, Sites of Special Scientific Interest, National and Local Nature Reserves, and Sites of Nature Conservation Importance. Development will not be permitted within or affecting such sites unless it can be shown that it will not materially harm the nature conservation interest of the site.

Areas of High Ecological Quality will be identified in order to promote the protection and management of valuable habitats over areas so as to safeguard the wider environment of the designated sites. Development will be expected to conserve and enhance the ecological value of such areas.

In both urban and rural areas, development proposals will be expected, where possible to create new areas of nature conservation value. Local plans and strategies will promote and foster wildlife corridors and green wedges in the urban fringe and in towns.

POLICY PE9 TREES, HEDGEROWS AND WOODLANDS

Trees, hedgerows and woodlands, particularly ancient semi-natural woodlands, will be conserved and their management promoted. The planning authorities will seek to ensure that the extent of tree cover in the County is maintained, and in particular will resist the loss, or seek the replacement, of trees and woodlands in areas where the well wooded nature of the landscape is characteristic and also in areas

identified as of priority for planting.

Development substantially reducing areas of woodland will not normally be allowed and proposals, where relevant, will be expected to show how existing woodland will be effectively managed, and where further tree and woodland planting would be beneficial.

POLICY PE10 THE PROTECTION OF URBAN CHARACTER

The character of urban areas, including individual town centres, will be conserved and enhanced. The planning authorities will, where appropriate, identify areas which require particular protection or enhancement, or which make a particular contribution to the urban environment. Policies will encourage the diversity of urban development, the mix of development and open areas, safeguarding of trees, good urban design, suitable means of access for people with disabilities and ensure that new development makes a positive contribution to the existing character and does not detract from its surroundings.

Development within urban areas but on the boundary with the countryside or with strategic open land should promote the creation of a visually attractive boundary between the two areas.

POLICY PE11 OPEN SPACE WITHIN URBAN AREAS AND RURAL SETTLEMENTS

Open land in urban areas will be protected.

Strategic Open Land

The planning authorities will, where appropriate, identify new areas for open space purposes and those areas of open land which contribute to the separate identity of communities and the structure of urban areas. Development in these areas will not normally be permitted other than for the essential needs of suitable outdoor sport and recreations.

Other Open Land

Local plans may identify or have policies to protect other open land in urban areas and in rural

settlements. Development will not normally be permitted, other than for the essential needs of suitable outdoor sport and recreation, where the land:

- i. contributes to the character, environment and amenity of the surrounding area, or
- ii. provides essential social, community or recreational use, or
- iii. is of high ecological value.

Exceptionally, limited development of a small part of this land may be permitted where it ensures the retention and enhancement of public access on the remainder and does not materially undermine the contribution made as open space by the land.

POLICY PE12 CONSERVING THE HERITAGE

Surrey's valuable inheritance of buildings, sites and historic landscape will be conserved and enhanced. Local plans will identify landscaped parks and gardens, other areas of archaeological or historic value, ancient monuments and County Sites of Archaeological Importance. Development will not normally be permitted which would have a materially adverse effect on such buildings or sites.

Positive schemes for the conservation and enhancement of the character and appearance of conservation areas will be developed and promoted. The planning authorities will designate further conservation areas, or extend existing ones, where the overall character or architectural or historic interest is of sufficiently high quality.

Local plans will identify Areas of Historic Landscape Value within which development proposals will be expected to conserve historic and archaeological features of value, and the management of such features will be promoted.

The planning authorities will maintain lists of buildings or architectural or historic value and will consider, in exceptional cases, the relaxation of planning standards or other planning policies and seek the sympathetic application of building regulations, where this is essential for the conservation of such buildings, or to make them accessible to people with disabilities.

POLICY PE13 HERITAGE RECORDS AND ARCHAEOLOGICAL INVESTIGATION

An adequate record will be required to be made where development affecting buildings, parks and gardens, sites or areas referred to in Policy PE12 is permitted.

Local plans will identify Sites and Areas of High Archaeological Potential within which prior archaeological evaluation will be required to provide information on the effects of development proposals on any archaeological or historic features of the site, enabling their preservation to be secured if justified.

Archaeological assessment or evaluation will also be required prior to development on sites of 0.4 hectares or more. Where archaeological remains are identified which cannot be preserved in situ, proper archaeological investigation will be required prior to development.

POLICY PE14 ENVIRONMENTAL ENHANCEMENT

The planning authorities will prepare schemes and promote practical measures to conserve and enhance the environment of towns, villages and the countryside, giving priority to those areas identified in local plans.

Traffic calming, pedestrianisation, and other traffic management measures will be introduced to improve the environment of residential areas, town centres and other appropriate areas.

Practical measures will be promoted to influence landscape management, to resist the loss of important landscape features and to improve the appearance of landscape in appropriate areas. Priority areas for action will be defined in local plans.

Practical measures to reclaim derelict and contaminated land will be developed and promoted.

POLICY MT1 MANAGING DEMAND ON THE TRANSPORT NETWORK

The local authorities will use all appropriate measures to manage and control the demand for travel by car, particularly in the peak periods and in and around town centres, in order to secure environmental improvements, to improve safety, and to reduce traffic

congestion and pollution. Movement studies will be undertaken for town centres and neighbouring areas in order to establish comprehensive transport solutions.

POLICY MT2 THE MOVEMENT IMPLICATIONS OF DEVELOPMENT

The planning authorities will normally only permit development where it can be demonstrated that it is, or can be made, compatible with the transport infrastructure and the environmental character in the area, having regard to all forms of traffic generated by that development. Where appropriate, the developer will be expected to provide for, or contribute to, satisfactory improvements. In particular, proposals for major developments will only be permitted where it can be demonstrated that in order to accommodate the traffic generated by that development, appropriate measures are made to obviate the environmental impact, and there is appropriate provision for:

- i. off-street vehicular parking, and
- ii. suitable servicing arrangements, and
- iii. vehicular access, egress and movement within the site, and
- iv. capacity on the transport network in the vicinity of the development, and
- v. access and egress to be obtained, or improved, to and from the Primary Route and Distributor Road Networks, and
- vi. public transport services, and
- vii. pedestrians and cyclists, and
- viii. people with disabilities.

Where local plans identify that a particular part of the highway or public transport network already endures high traffic flows significantly above its operational and environmental capacity, then only small scale development or redevelopment, which leads to little or no new traffic generation, will be permitted. The cumulative effects of existing and committee development on the operational capacity and environmental character of congested areas as a whole will be taken in account.

POLICY MT3 DEVELOPMENT ALONGSIDE THE MOTORWAY AND PRIMARY ROUTE NETWORKS

Development will not normally be permitted alongside the Motorway and Primary Route Networks where access to that development can only be gained from those networks and where such development would generate traffic that would interfere with the free flow of traffic on the networks or where such development would create hazards to that traffic.

POLICY MT4 ROADSIDE FACILITIES

The provision of a limited number of appropriate roadside services on the Primary Route Network will normally be permitted provided that:

- i. a deficiency of provision has been demonstrated, and
- ii. they are in locations which would not have a materially adverse affect on the character of the countryside or amenity in developed areas, and
- iii. they provide a wide range of commercial and non-commercial services for the road user, and
- iv. they are fully accessible to people with disabilities.

Transit picnic sites may exceptionally be provided separately as long as they are in environmentally suitable locations close to the Primary Route Network.

Proposals for new motorway service areas in the Green Belt or in environmentally unsuitable locations will be resisted.

POLICY MT5 PROVISION OF OFF-STREET CAR PARKING

Development will not normally be permitted unless there is at least an appropriate minimum provision of off-street car parking facilities for the various types of development. Local plans will set out the appropriate car parking standards. They will also identify in which town centres minimum provision may be waived, or replaced with a maximum provision if satisfactory alternative transport arrangements exist or will be provided.

POLICY MT6 MINIMISING THE IMPACT OF TRAFFIC

Local authorities will promote measures in local plans which assist in the creation of a safe and pleasant environment for people by minimising the impact of traffic, particularly in residential and shopping areas. They will, where appropriate:

- i. introduce pedestrian priority areas in principal shopping streets and pedestrian facilities and traffic calming measures in other shopping and residential areas, and
- ii. divert traffic, other than buses, cyclists, vehicles for people with disabilities and emergency vehicles from the pedestrian priority areas on to new roads where this traffic cannot be accommodated on the existing road system, and
- iii. provide facilities for those wishing to use public transport, and
- iv. regulate the movement and access of delivery vehicles, and
- v. provide facilities for those people with mobility or sensory disabilities, and
- vi. restrain on-street parking in shopping and business areas, and
- vii. introduce 'park and ride' schemes and bus priority measures for major shopping areas.

POLICY MT7 THE IMPACT OF LORRY TRAFFIC

The local authorities will promote measures that reduce the adverse environmental impact of lorry traffic by:

- i. encouraging lorries, by distinctive signing and publicity, to use the Motorway and Primary Route Networks,
- ii. introducing lorry management measures to protect sensitive areas, town and village centres, residential streets and rural lanes from nuisance and danger caused by lorries where suitable alternative routes exist,
- iii. promoting improved loading and unloading arrangements for lorries where these are unsatisfactory,

- iv. promoting suitable lorry parking arrangements.

In the promotion of i-iv, particular attention will be paid to lorry traffic associated with construction, mineral extraction and waste disposal.

The local authorities will monitor and take action as appropriate to ensure that lorry operating centres and the routes to them are environmentally and generally suitable.

POLICY MT8 CO-ORDINATION OF MOVEMENT STUDIES AND DEVELOPMENT RELATED SCHEMES

Transport schemes emerging from movement studies will be promoted as a comprehensive package of improvements. In addition, development related schemes will be supported only where such development can be satisfactorily programmed with the transport infrastructure improvements proposed for the area.

POLICY MT9 THE MOTORWAY AND PRIMARY ROUTE NETWORK

The County Council will support a Motorway and Primary Route Network that contains routes of national or regional significance. In Surrey the roads in this network, shown on the Key Diagram, are:

- M3
- M23
- M25
- A3(T)
- A22
- A23(T) (part from M23 to Croydon Boundary)
- A24
- A30(T) (part from M25 to Hounslow Boundary)
- A31 (part from A3 to Hampshire Boundary)

- A217 (part from M25 to Sutton Boundary)
- A232
- A240
- A243

- A264
- A308 (part from A30 to Richmond Boundary)
- A309
- A316(T)
- A322 (part from M3 to Berkshire Boundary)
- M3-A31 Link Blackwater Valley Route
- A3113(T)

In addition, the A287/A3016 (Hampshire Boundary to A325) and A325 (A3016 to A31) will remain part of the network until the Blackwater Valley Route is constructed. The County Council will undertake a review of the Primary Route Network in co-operation with the Department of Transport.

The County Council will seek to maintain and improve roads in this network to a standard appropriate to their function and will encourage traffic, particularly longer distance traffic, to use such roads by appropriately distinctive signing, traffic management and by giving priority to the maintenance of such roads.

POLICY MT10 CRITERIA FOR MAJOR HIGHWAY SCHEMES

In the selection and programming of major highway schemes, the County Council will give priority to those schemes which solve or ameliorate existing problems and give significant economic and/or environmental benefit.

POLICY MT11 MAJOR HIGHWAY SCHEMES

The following major highway schemes are proposed to be constructed on the Motorway and Primary Route Networks. County Council schemes are:

- Blackwater Valley Route M3 - A31
- A31 Runfold Diversion
- A31 Farnham By-pass (Hickleys Corner and Shepherd and Flock junctions)
- A24 Clarks Green - West Sussex Boundary (as part of an improvement to Horsham)
- A24 Mickleham Bends
- A24/A243
- Leatherhead By-pass

A24 Dorking (Deepdene - North Holmwood roundabouts)

A24 Epsom Town Centre - Extension of Southern Link Road

A24 Epsom - East Street/Epsom Road

A24 Epsom - Dorking Road

A243/M25

Kingston Boundary (as part of a link between the M25 and the A3)

Department of Transport schemes are:

A3 A245-A3100 Improvement

A3 Thursley-Milford Junction Improvements

A3 Hindhead Improvements

M3 Junctions 2 to 4 widening

M23 Junctions 8 to 9 widening

M25 Junctions 5 to 11 widening dual 4 lands

M25 Junctions 10 (A3) to 12 (M3) widening dual 4 plus lanes

M25 Junctions 12 (M3) to 15 (M4) link roads.

The schemes are not listed in any order of priority.

POLICY MT12 MINOR HIGHWAY AND TRANSPORT IMPROVEMENTS

The local authorities will undertake a programme of minor highway and transport improvements and traffic management measures to reduce road casualties and enhance local environmental conditions.

POLICY MT13 RAIL SERVICES

The local authorities will seek to ensure the continuation of British Rail services and to work with British Rail to promote their development as appropriate to the needs of existing and potential users.

New facilities, improvements to existing facilities or improvements to the network will be supported, where environmentally acceptable and where this helps people with disabilities.

POLICY MT14 BUS SERVICES

The County Council will encourage the retention and improvement of commercial bus services. Where social needs have not been met by such commercial services, the County Council will provide, where appropriate, support either to secure the provision of public transport services or to initiate the promotion of new facilities. In particular, community transport schemes in rural areas will be encouraged in order to facilitate accessibility to town centres.

POLICY MT15 INTERCHANGE FACILITIES

The local authorities will seek to secure an improvement in interchange facilities for users of different modes of transport, particularly at bus and railway stations and in town centres. They will seek to:

- i. ensure that facilities are designed to provide full and easy access for those people with disabilities, and
- ii. encourage accessible 'kiss and ride' facilities and additional short and long stay parking provision at railway stations for cars, taxis and private hire cars, and
- iii. encourage improved connections between bus and rail services, and
- iv. improve the provision of facilities for pedestrians and cyclists and people with disabilities at or near to bus and railway stations, and
- v. examine, and introduce where appropriate, park and ride facilities on the edge of towns or by the Primary Route Network.

In particular, the County Council will support suitable proposals to gain major interchange improvements at Epsom, Staines and Woking.

POLICY MT16 RAILHEAD FACILITIES

The County Council will support the development and use, where appropriate, of railhead facilities where this will reduce the overall environmental impact of goods movements. In particular, the Council will support railhead facilities for the movement of minerals into and out of the County and for the movement of waste.

POLICY MT17 PROVISION FOR CYCLING

The local authorities will promote measures which assist the safe movement of cyclists by seeking to reduce the conflict between cyclists and motor vehicles, particularly where accidents are prevalent, provide segregated access and cycle networks, where appropriate, cycle parking and encouragement to the use of recreational facilities by cyclists. Where appropriate, major developments will be expected to provide facilities for cyclists. Local plans will identify the provision of cycle networks or routes.

POLICY MT18 AIRPORT DEVELOPMENT

Major proposals for airport development should comply with the Structure Plan and Government regional guidance. The local planning authorities will oppose any proposal that has overall a significant adverse effect on Surrey. Particular account will be taken of:

- i. the effect on the countryside and Green Belt,
- ii. all forms of pollution,
- iii. transport infrastructure over a wide area,
- iv. labour and housing markets,
- v. development pressures,
- vi. water, land drainage and sewerage implications,
- vii. economic considerations, and
- viii. safety matters.

POLICY MT19 AIRPORT RELATED DEVELOPMENT

Provision for all development directly related to an airport should normally be made within the airport. Land for this purpose will not normally be identified outside the airport. For the purposes of this policy, airport related development includes passenger and cargo terminals, maintenance facilities, oil storage depots, administrative offices, warehousing, storage and distribution facilities, car parking and catering facilities.

Development not directly related to the operation of the airport will not normally be permitted within the airport.

POLICY MT20 GENERAL AVIATION

Development of any new airfield, or aircraft landing site, or the re-opening of any disused airfield will not normally be permitted.

Development which would be likely to cause an intensification of flying or other related activity at Redhill Aerodrome will not normally be permitted.

The development of business aviation facilities at Farnborough Airfield, and to a more limited extent at Fairoaks Airport, will be supported provided that it would not have a materially adverse effect on the environment of adjacent areas.

POLICY MT21 POLLUTION ARISING FROM AVIATION

The planning authorities will press for and support proposals for the reduction of pollution arising from aviation in the County and will oppose aviation developments or changes, including increases in helicopter traffic, likely to worsen environmental disturbance in Surrey.

POLICY MT22 DEVELOPMENT IN AREAS AFFECTED BY AIRCRAFT NOISE

The planning authorities will apply policies to prevent or restrict noise sensitive development in areas significantly affected by aircraft noise.

POLICY DP1 SOCIAL AND COMMUNITY NEEDS

The planning authorities should identify the social and community needs of the population, particularly in those areas where there is a new development or where such provision is deficient having regard to changes in the population structure or the means of delivery of such services. Provision for such needs will take account of:

- i. the role of town centres,
- ii. the need for accessibility and convenience of facilities to all sections of the community,
- iii. the need for Care in the Community and other types of provision to be made within residential areas.

Development will not be permitted where it would lead to the loss of existing social and community facilities, unless alternative facilities are provided at locations readily accessible to the population served.

POLICY DP 2 ACCESSIBILITY FOR PEOPLE WITH DISABILITIES AND MOBILITY PROBLEMS

The location, layout and design of development should maximise its accessibility, availability and use to those people in our community having physical or sensory disabilities, the elderly, others with mobility problems and pedestrians, including people with young children.

The planning authorities should ensure that particular account will be taken of the needs of such people for access in:

- i. town centres, workplaces and other places or buildings to which the public have access, and
- ii. housing, where design to full mobility standards should be sought in a proportion of all new houses where there is a clear evidence of need, and
- iii. recreation and leisure developments in town and country.

POLICY DP3 HOUSING NEEDS

The planning authorities will normally permit, as a contribution to provision of additional housing made in Policy DP4, proposals for residential development including dwellings which contribute to meeting the demands for accommodation from, in no priority order:

- i. newly formed households,
- ii. single people,
- iii. the elderly, including an element of sheltered accommodation,
- iv. those people with disabilities (in accordance with Policy DP2),
- v. those people requiring rented accommodation.

To ensure that housing opportunities are made available to people on lower incomes who are unable to compete for housing in the local market and need

to live in Surrey, housing developments will be expected to contribute to the supply of affordable housing, taking into account market, site and other considerations. A significant contribution will be expected from larger developments.

POLICY DP4 HOUSING PROVISION

Provision will be made for about 35,600 additional dwellings between 1 April 1991 and 31 March 2006. The provision includes the net gain from infilling, redevelopment and conversions. The dwellings will be distributed between districts as follows:

	1991-2001	2001-2006	TOTAL
Elmbridge	3,200	700	3,900
Epsom and Ewell (of which Epsom Hospitals Cluster)	1,900 (1,000)	1,300 (1,000)	3,200
Guildford	2,800	1,000	3,800
Mole Valley	1,300	600	1,900
Reigate and Banstead (of which Horley)	4,300 (900)	2,000 (1,300)	6,300
Runnymede	1,600	800	2,400
Spelthorne	1,800	600	2,400
Surrey Heath	2,700	650	3,350
Tandridge	2,100	500	2,600
Waverley	1,600	600	2,200
Woking	2,800	750	3,550
Total	26,100	9,500	35,600

The provisions made in the two phasing periods are cumulative. Any surplus or shortfall from the first phasing period will be carried forward to the second period.

Epsom Hospitals Cluster

In the event that the adopted plan proposals for the Epsom Hospitals Cluster provide for less than, 2,000 dwellings, it will be necessary to make provision for additional dwellings elsewhere in Surrey in a further review of this Plan.

Horley

Subject to a comprehensive plan for the area, provision will be made at Horley for about 1,300 dwellings in the period 2001-2006 with provision for a further 1,300 dwellings post 2006.

POLICY DP5 PHASING OF HOUSING PROVISION

Local plans will identify, where appropriate, the release of land allocated for housing, having regard to:

- i. the phasing provisions set out in Policy DP4, to meet housing demands arising towards the end of the plan period, and
- ii. the availability of infrastructure and services needed to cater for the demands which are generated.

Development in advance of the phasing on allocated sites will not normally be permitted unless it is established that a significant deficiency on the five year supply of housing land exists. Where it is established that there is an excess of 20% or more between the five year housing land supply and the housing provision requirement for the same period from Policy DP4, permission on unallocated land may be refused as premature.

POLICY DP6 HOUSING IN URBAN AREAS

New Housing will normally be provided only in the urban areas, except under Policies RU1, RU2 and RU3.

Local plans may identify and have proposals for areas of older or deteriorating housing stock which would benefit from an integrated redevelopment or rehabilitation programme, allowing, where appropriate, for a higher density of development.

In areas identified in local plans under Policy PE10, the quality and character of the environment will be conserved, and increases in density will not normally be permitted. Otherwise, new dwellings should normally be constructed at a density appropriate to the character of the surrounding area and the individual circumstances of each site.

High rise development will normally be resisted.

POLICY DP7 RETENTION OF EXISTING HOUSING STOCK

Development proposals for change from an existing or proposed residential use to other uses will not normally be permitted except for the provision of small scale social and community uses under Policy DP1. Where redevelopment is necessary, residential development will normally be required, and any redevelopment involving loss of residential accommodation will require its replacement.

POLICY DP8 TELECOMMUNICATIONS

Development for telecommunications will normally be permitted provided that:

- i. a comprehensive plan for new networks has been developed with the location and type of facilities determined having regard to the need to minimise the adverse impact on the environment, and
- ii. there is an established need for the development, and
- iii. there are no alternative sites for the facilities available where the environmental impact would be acceptable, and
- iv. there is no reasonable possibility of sharing existing facilities, and
- v. in the case of radio antennae and masts, there is no reasonable possibility of erecting antennae on an existing building or other structure.

POLICY DP9 EXISTING INDUSTRIAL AND COMMERCIAL LAND USES

The maintenance and renewal of the County's economy will be met primarily by encouraging the reuse of land already in industrial and commercial use. Development will normally be permitted for:

- i. the expansion needs of an existing firm where it can be satisfactorily accommodated within the existing premises or on immediately adjacent urban land, or
- ii. changes of use, or
- iii. the redevelopment of suitably located existing industrial and commercial premises,

provided that any resulting intensification of use can be accommodated in relation to the environmental, infrastructure and other development provision policies of the Plan.

POLICY DP10 SAFEGUARDING EXISTING INDUSTRIAL AND COMMERCIAL LAND

The loss of existing suitably located industrial and commercial land to other uses will normally be resisted.

POLICY DP11 ADDITIONAL INDUSTRIAL AND COMMERCIAL LAND

The local planning authorities will identify or release additional land where necessary to meet the needs of Policy DP12 and where it has been demonstrated that those needs cannot be met under Policy DP9.

Additional land or development should not involve the net loss of residential, recreational, shopping, or social and community uses, and should be accessible to good public transport and well located in relation to business needs.

POLICY DP12 PARTICULAR INDUSTRIAL AND COMMERCIAL DEVELOPMENT NEEDS

The local planning authorities will keep under review the need for land to maintain and renew the County's economy. Provision will be made on both existing and on additional land for:

- i. small firms, or
- ii. existing firms needing to expand, or
- iii. firms providing a service needed by the local community, including low intensity uses, or
- iv. firms relocated by public works or an non-conforming users, or
- v. special industrial uses or other activities likely to cause particular environmental or movement problems, or
- vi. new firms or activities which meet the needs of the Surrey economy.

POLICY DP13 ASSESSING AND MONITORING INDUSTRIAL AND COMMERCIAL LAND REQUIREMENTS

To ensure that the cumulative impact of development is sustainable, it should not:

- i. cause significant pressure for housing additional to the provision in the Plan, or
- ii. place demands on infrastructure and services beyond that which is available or can be made available, as assessed under Policy EN3.

Therefore, when considering the need to allocate land in local plans, or when considering significant development proposals, particular account will be taken of:

- i. the availability of existing industrial and commercial land and premises, local plan allocations and outstanding permissions, their rate of completion and their rate and density of occupation, and
- ii. guidance given by the Surrey Planning Authorities on the state of the labour and housing markets, and the state of the economy, the environment and infrastructure, through their regular monitoring of trends and changes.

POLICY DP14 LARGE DISTRIBUTION CENTRES

Development for storage or distribution in excess of 5,000 sq m (953,800 sq ft) gross, including regional distribution centres, will not normally be permitted.

POLICY DP15 PROVISION OF RETAIL FLOORSPACE

Provision will be made for retail floorspace to meet the needs primarily of Surrey shoppers which is compatible with changes in retail expenditure.

Development for retailing will be permitted provided that it:

- i. is located primarily in town centres and contributes to their character and role as indicated in Policies DP17 and DP18, and
- ii. provides a range of facilities accessible and convenient for use by all sections of the community, and
- iii. would not lead to an overprovision of retail floorspace within the catchment area of a town centre, or in relation to retail floorspace in the County.

Limited additional floorspace will normally be permitted in local centres, where this is compatible with the local environment and infrastructure.

POLICY DP16 RETAILING DEVELOPMENTS OUTSIDE TOWN CENTRE

Provision may be made for a limited number of superstores and retail warehouses within urban areas to meet the needs primarily of Surrey shoppers. Retail development will not normally be permitted in out of centre locations except where it can be demonstrated that a location within or on the edge of an existing town centre is not possible.

Each development proposal will be subject to the following criteria:

- i. individually or cumulatively with other existing or proposed retail developments, it should not affect the vitality and viability of any nearby town centre as a whole, and
- ii. the likely impact on the rural economy, including the role of village shops, is acceptable, and

- iii. it should be accessible to both car-borne shoppers and those using public transport, and
- iv. it should be accessible to the Distributor Road Network, and
- v. alternative provision of urban open space, recreation or social and community facilities will be required where such uses are affected.

The local planning authorities will not normally grant permission for retail warehouse parks and major out of centre retail developments, including regional shopping centres, unless it can be demonstrated that they satisfy the above criteria and fulfil a need for large scale shopping facilities not otherwise provided for over a geographically wide catchment area.

POLICY DP17 THE ROLE OF TOWN CENTRES

The role of town centres as the primary location for shopping, social and community services, financial and commercial services, and the leisure, recreation and cultural needs of the community will be promoted. The local planning authorities will seek to resist the loss of existing residential, social, community, recreational, open space and parking provision in town centres.

Where appropriate, the local planning authorities will identify land for town centre activities, and development will not normally be permitted which would result in the extension of the area except on land identified or otherwise provided for in local plans.

POLICY DP18 THE CHARACTER OF TOWN CENTRES

The local planning authorities will seek to maintain and enhance the character of town centres. Policies and proposals for individual town centres should:

- i. define and conserve their character, particularly reflecting townscape, heritage, physical layout; and their role in providing social, cultural, recreational and retail services to the local community,
- ii. improve their environment, amenity and safety, and their convenience of use by pedestrians and cyclists, including through the management of traffic,

- iii. improve transport provision, access and parking in and around the centre, particularly for people with disabilities,
- iv. provide opportunities for small scale activities and businesses providing needed local service,
- v. ensure that, wherever appropriate, development includes a mix of uses and encourages residential provision including the retention of residential uses above shops and other premises.

Development proposals in each centre will be assessed in relation to their impact on the centre as a whole. Development will be expected to contribute to i - v above, and will not normally be permitted where, individually or cumulatively with other proposals, it would prejudice their achievement.

POLICY DP19 RETAIL PROVISION WITHIN TOWN CENTRES

In order to improve the quality, efficiency and convenience of retail provision, the local planning authorities will, where appropriate, make provision for additional retail floorspace within town centres.

In determining the amount and the centres for which additional retail provision is appropriate, account will be taken of:

- i. the requirements of Policy DP15, and
- ii. deficiencies in existing provision, including the lack of a modern supermarket,
- iii. the effect of additional provision on the viability and vitality of other centres,
- iv. the suitability of the centre for additional provision, particularly accessibility and the level of public transport provision within the centre and for the centre as a whole, and the requirements of Policy EP18.

POLICY DP20 BUSINESS USE IN TOWN CENTRES

The local planning authorities will make appropriate provision for business use in the town centres of Camberley, Caterham, Godalming, Guildford, Dorking, Horley, Redhill, Epsom, Leatherhead, Woking, Farnham, Staines, taking account of:

- i. the overall level and type of provision determined under Policies DP9-DP13,
- ii. the suitability of the centre for additional provision, particularly with regard to accessibility and transport needs within the centre and for the centre as a whole.

In Addlestone, Chertsey and Walton on Thames, limited business use development will be permitted to assist the revitalisation of these centres and provide the opportunity for other benefits to be achieved.

In other centres, development for business use will not be permitted except in accordance with Policy DP9 (i-iii).

POLICY DP21 REQUIREMENTS FOR BUSINESS USE IN TOWN CENTRES

Development for business use will not normally be permitted in accordance with Policy DP20, unless:

- i. the development is of a scale, type and design appropriate to the size, character and role of the centre, and
- ii. it makes a positive contribution to Policy DP18, and
- iii. additional residential accommodation is normally provided, and
- iv. proposals provide planning benefits in accordance with Policy EN4.

Proposals which would provide major interchange improvements at Epsom, Staines and Woking railway stations, and appropriate public transport improvements elsewhere, in accordance with Policy MT15, will be encouraged.

POLICY DP22 RECREATIONAL PROVISION

The local authorities will encourage development for recreation use, particularly where it overcomes deficiencies in existing provision. They will also seek to achieve the full potential from recreational land and buildings throughout the County.

Local plans will identify sites or proposals, where appropriate, to implement regional, county and local strategies for sports, leisure and arts provision.

The planning authorities will resist the loss of land,

water or buildings which are or have been used for recreation, or are proposed in a local plan for such use, except where suitable alternative provision is made.

POLICY DP23 HOTEL PROVISION

Local plans should, where appropriate, identify suitable sites for hotels within urban areas, and will generally encourage provision for a range of overnight accommodation and ancillary facilities to meet different needs.

Outside urban areas, the development of hotels and related facilities will not normally be permitted, except as limited extensions to existing hotels, or in accordance with Policy RU3 or RU4.

POLICY DP24 DEMAND FOR MINERAL WORKING

Proposals for mineral working will only be permitted where the Mineral Planning Authority is satisfied that both the need for the mineral and the nature and yield of the deposit are such as to outweigh any material agricultural, conservation, landscape, water resources, highway, environmental or amenity considerations.

Proposals for mineral working and associated development in Areas of Outstanding Natural Beauty or likely to affect Sites of Special Scientific Interest will be subject to the most rigorous examination and will not be permitted where they would conflict with the objectives of designation. Such proposals will only be identified for working or granted consent where they have no permanent adverse impact on the area and where the impact of working does not detract materially from the designated area. Proposals in other environmentally important areas - Areas of Great Landscape Value, Local Nature Reserves, Areas of High Ecological Quality, Conservation Areas, Areas of Historic Landscape Value and County Sites of Archaeological Importance - will only be permitted where there would be no significant material impact. Adequate safeguards to protect the special attributes of any environmentally important areas may be required.

POLICY DP25 RESERVES FOR MINERAL WORKING

The County Council will seek to maintain an appropriate level of reserves for mineral working where this is compatible with the protection of the environment. This level will be determined for each mineral having regard to national and regional considerations, need, and the character and location of the deposits, and will be set out in a Minerals Local Plan. The granting of planning permissions for sand and gravel extraction in North West Surrey will be limited in order to maintain a gradual decline in the total productive capacity of workings in the area.

POLICY DP26 OIL AND GAS RESOURCES

The County Council will regulate oil and gas development in accordance with policies set out in a Minerals Local Plan. These policies will require development to be compatible with the conservation and enhancement of the environment.

POLICY DP27 SAFEGUARDING MINERAL RESOURCES

In considering proposals for development, the local planning authorities will take into account the need to safeguard significant deposits of minerals. The County Council will notify Borough and District Councils of mineral consultation areas and may advise that development should not be permitted prior to extraction of the mineral or that steps be taken to avoid sterilisation of a deposit.

POLICY DP28 MINERAL WORKING AND WASTE DISPOSAL

In considering proposals for mineral working and in identifying sites in a Minerals Local Plan, the County Council will have regard to the potential for the use of the site for waste disposal following mineral extraction.

POLICY DP29 RESTORATION

The County Council will seek to secure the restoration of mineral workings at the earliest practicable date. Wherever possible, progressive restoration will be required. It will seek to ensure that all mineral workings are restored to a condition capable of sustaining an acceptable after use, and that all proposals make adequate provision for restoration. A suitable after care scheme for all land used for mineral extraction will be required.

POLICY DP30 LANDSCAPE IMPROVEMENT OF OLD WORKINGS

Where appropriate, the planning authorities will identify landscape improvements necessary to integrate former mineral working land into its surroundings and will encourage the enhancement of areas adversely affected by mineral extraction and adequate restoration.

POLICY DP31 NEED TO PROVIDE FOR WASTE DISPOSAL

The County Council will make provision for waste, and will set out proposals in a Waste Local Plan. It will seek to ensure that adequate capacity is available for handling, storage, treatment and disposal of wastes arising in Surrey, and will have regard to regional guidance on the need to provide for waste arising outside the County.

POLICY DP32 ENVIRONMENTAL CONTROL OF WASTE DISPOSAL

Development involving the use of land for handling and disposal of waste will not be acceptable unless it is demonstrated that it will not have a materially adverse impact on the environment and will not endanger water resources. Waste disposal by landfill should make a positive contribution to the locality or to the restoration and enhancement of the site.

Temporary development associated with waste disposal operations, including waste recycling and transfer, may be acceptable provided there is a demonstrable need for development, there is no

materially adverse impact on the environment and there is a positive benefit in its location at the site.

POLICY DP33 WASTE MINIMISATION AND RECYCLING

The local authorities will seek to encourage waste minimisation, recycling of waste and the productive use of waste and its by-products. They will seek to encourage the utilisation of landfill gas for heating or electricity generation.

The establishment of facilities for recycling and reduction of wastes in appropriate locations, where their impact on the environment is acceptable, will be supported.

The County Council will seek to ensure that land and sites are available for recycling by making provision in a Waste Local Plan. Where appropriate, it will encourage provision for the reduction in the volume of material disposed of by landfill by the recovery of materials for reuse.

POLICY DP34 SITES FOR WASTE DISPOSAL

There will be a presumption in favour of proposals for the deposit of waste on land used or formerly used for mineral working where it would assist in the restoration or improvement of such land, and involves the importation of the minimum quantity of waste material requisite for the purpose.

The use of land for the disposal of waste material by landraising will not normally be acceptable unless land is identified in a Waste Local Plan.

The deposit of waste for the purpose of making land more suitable for an acceptable after use, such as agriculture, forestry or recreation, will not normally be permitted unless that improvement is substantial and cannot be secured satisfactorily in another way and should involve the minimum import of waste requisite for the purpose.

POLICY RU1 RURAL SETTLEMENTS

The planning authorities will apply policies and proposals to conserve and enhance the character and function of rural settlements.

Development will be permitted only where:

- i. it is at an appropriate small scale, and
- ii. it takes account of the form, setting, local building style and heritage of the settlement, and
- iii. the traffic generated is compatible with the environmental character of the settlement, and can be accommodated on the surrounding network, and
- iv. adequate utility and other services are available.

Encouragement will be given to proposals which meet the needs of the community for services and facilities, employment or housing needs in accord with Policies DP1, DP3 and RU2.

Local plans should identify rural settlements, which will normally exclude low density residential areas and isolated or loose knit groups of houses, even if they are on the edge of more compact development.

New settlements in the countryside will be strongly resisted.

POLICY RU2 LOW COST RURAL HOUSING

Development for low cost housing may be permitted within rural settlements which are within and beyond the Green Belt, and on the edge of settlements beyond the Green Belt on land that would not otherwise be released for development, provided that:

- i. the proposed scheme is justified on the basis of local rural needs arising out of a settlement or parish,
- ii. the proposed scheme only provides dwellings at low cost relative to prevailing market rents/prices,
- iii. adequate management proposals are identified to ensure the houses remain available in perpetuity at low cost,
- iv. the development is small scale and respects the form and character of the settlement and the character of the countryside,
- v. the development would not lead to the coalescence of the settlement with adjoining settlements.

Dwellings provided under this policy will contribute retrospectively towards the provision under Policy DP4.

POLICY RU3 REUSE AND ADAPTATION OF RURAL BUILDINGS

The reuse and adaptation of buildings in the countryside will be permitted provided it can be demonstrated that:

- i. the use or retention of the building(s) will not detract from the character or appearance of the area, particularly taking account of:
 - a) the scale of the building(s), and the combined impact of groups of building(s);
 - b) the existing character of the building(s);
 - c) the activities associated with the use, including traffic and car parking.
- ii. the use is capable of being contained within the building(s) without any extensions, or external storage.

Any conversion works will be carried out in a manner appropriate to the character of the building and have no adverse impact on its surroundings.

Rebuilding or extensions will not normally be permitted.

POLICY RU4 FARM DIVERSIFICATION

Proposals for the diversification of activities on agricultural units will normally be permitted provided that:

- i. the scale and nature of the activity is commensurate with maintaining, and where possible improving, the character and appearance of the countryside,
- ii. new activities should reuse existing buildings wherever possible but new building will be considered in exceptional circumstances,
- iii. the activities would not prejudice the protection of sites of ecological, historical or recreational value,
- iv. the character and setting of historic farm buildings is protected.

Development for housing or industrial and commercial development will not normally be permitted unless acceptable under Policy RU3.

POLICY RU5 AGRICULTURAL LAND AND BUILDINGS

Local planning authorities will consider the effect of development proposals on the retention, effective use and productivity or quality of agricultural land, including the effect on agricultural land adjoining development. In particular, development will not normally be permitted which would result in:

- i. the loss or alienation of the best and most versatile land, and
- ii. the fragmentation of agricultural or horticultural holdings so as to seriously undermine the economic viability of the remaining holdings.

Where large agricultural buildings are proposed, the planning authorities will need to be satisfied that they are reasonably necessary for the purpose of agriculture within the unit and by reason of scale, siting and design would not be detrimental to amenity.

POLICY RU6 RECREATIONAL FACILITIES IN THE COUNTRYSIDE

Outdoor sport and recreation in the countryside will normally be acceptable. Built recreation facilities will not normally be permitted in the countryside except in the case of those buildings which are genuinely ancillary to an outdoor use. New building will only be permitted when it has been demonstrated that the reuse and adaptation of existing buildings under Policy RU3 is impracticable. Large scale, or intensive use facilities, should be located in areas easily accessible to the population they serve.

Loss of existing recreational facilities will be resisted. The redevelopment of, or limited extension to, existing recreational facilities will normally be permitted to provide improvements.

For development associated with the keeping of horses it should also be demonstrated that it will assure the proper husbandry and appearance of the land and not have a materially adverse affect on public highways or open space in the area.

Local plans will, where appropriate, encourage outdoor recreation which utilises areas of damaged landscape and provides for its restoration.

POLICY RU7 WATER BASED RECREATION

The use of water areas, including river corridors and canals and their surroundings, for water based and waterside sport and recreation will be encouraged. Public access to such areas should be promoted with particular emphasis on access for people with disabilities. The planning authorities should ensure that the uses proposed for individual water areas safeguard and enhance their natural and environmental features. The loss of water areas with potential for such uses will be resisted.

Development will not normally be permitted which prejudices the potential value of permanent water areas for water based and waterside sport and recreation.

The planning authorities will apply policies and proposals to identify those mineral working sites which are to be retained as permanent water areas, and ensure that these sites are managed for a recreational purpose.

POLICY RU8 NOISY AND DISRUPTIVE SPORTS

Development for noisy sports should only be permitted where it satisfies the County Council's Guidelines for Noise Control.

Local plans will, where appropriate, identify suitable sites for noisy and disruptive sports, utilising opportunities arising from derelict land adjacent to motorways or similar noise sources which provide adequate acoustic masking to the noisy sporting activity.

POLICY RU9 ACCESS TO THE COUNTRYSIDE

Public access to the countryside will be encouraged and enhanced. The local planning authorities will protect the rights of way network and, where environmentally acceptable, extend or develop footpaths and bridleways, create circular routes and long distance routes, and enable further pedestrian access alongside rivers. Facilities for people with disabilities will be encouraged.

Development affecting large areas of countryside, or alongside rivers and canals, will be required to demonstrate that account has been taken of opportunities for enhancing public access.

PUBLIC RU10 CARAVAN AND CAMPING SITES

Local plans will, where appropriate, identify sites suitable for touring caravans and camping, and will resist the loss of existing sites.

Development will normally only be permitted for such purposes where it would not have an unacceptable impact on the countryside.

POLICY RU11 GYPSY SITES

The County Council will make provision for sites for gypsies residing in or restoring to the County in accordance with the requirements of the Caravan Sites Act 1968.

Sites will be considered on the basis of their suitability for gypsies, their impact upon the environment and the locality, and in accordance with Government advice.

Sites should not normally accommodate more than 16 pitches.

