



Elmbridge
Borough Council
... bridging the communities ...

Elmbridge Local Plan

**Thames Ditton, Long
Ditton, Hinchley Wood
& Weston Green**

**Settlement Investment
& Development Plan**

Options Consultation

April 2013



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Summary

What is this consultation all about?

“Early and meaningful engagement and collaboration with neighbourhoods, local organisations and businesses is essential. A wide section of the community should be proactively engaged, so that local plans, as far as possible, reflect a collective vision and a set of agreed priorities for the sustainable development of an area”

Paragraph 155- National Planning Policy Framework

There have been many changes to the planning system over recent years. The Government is now promoting the production of a Local Plan, a single document that deals with all matters relating to the management and planning of development. However, Local Authorities do have the option to develop their Local Plan through a series of separate related documents. Given that the Council’s Core Strategy is up to date, compatible with the Government’s planning framework ¹, and has its own locally assessed housing requirement, continuing to develop the Local Plan as a portfolio of documents is the most sensible way forward. In completing our Local Plan portfolio we want to work closely with the community in order to reflect local needs and aspirations as far as possible, with the aim of providing clarity and certainty for those who wish to develop within the Borough. The delivery of our strategy will only be successful if we engage with all those who are affected by new development, infrastructure and services, and all those who provide it. The Council is committed to taking a strong leadership role, co-ordinating skills, resources and knowledge. We will adopt a proactive approach to the planning and management of development in order to ensure that the aims of the Core Strategy are delivered where, when and how we intend.

The aim of Settlement Investment and Development (ID) Plans is simply to plan for investment and development within local areas in partnership with the local community. Elmbridge has 8 distinct settlements, which have very different characters and communities. Recognising these differences, and working together, drawing on the opportunities that arise and addressing the challenges that new development may bring, is key to maintaining local choice, control and ownership. It is the Council’s view that to ‘do nothing’ and sit back and wait for development to happen is a poor way to plan for the future of the Borough. Settlement ‘ID’ Plans will make a significant contribution to the delivery and management of development that provides for the level of growth set out in the Core Strategy, supported by improved infrastructure and services.

1.[National Planning Policy Framework (NPPF)]

Settlement ID Plans identify;

- Open spaces that need to be protected and some earmarked for enhancement
- Employment land that should remain as such because of its strategic importance
- Schools and colleges where there are opportunities for expansion
- Key sites for the delivery of housing, commercial and community development
- Pitches for Gypsies and Travellers
- Infrastructure improvements and priorities

This document is for consultation purposes only. The Council has already directed a significant amount of resources into holding workshops with the local community, landowners, businesses and potential developers. They have provided useful forums to openly discuss needs, aspirations and intentions, but these were just the start of the process. The document presented here is for wider consultation. The aim is that the final version of the plans will truly reflect local aspirations, while acknowledging that landowners and developers are key to delivery.

How you can tell us your views

We are consulting on this document for a 6-week period between **8 April 2013 and 20 May 2013**. Please let us know what you like, what you don't like, and where improvements can be made. Changes are inevitable and we hope that consultation responses can add a greater element of local distinctiveness to each plan.

Within this period, planning officers will be visiting your local area, giving you more opportunity to provide input, and influence future development and infrastructure provision. Visit our web site to see when we will be in your area. We strongly encourage you to use our new on line consultation portal. This is easy to use and the most efficient way of dealing with comments. Log on to our website and, if you need help, just telephone the number below and we will be happy to assist.

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What are we planning to do next?

Once we have received your comments, we will give consideration to all of them and decide what changes should be made in order to better reflect the views of the community whilst being mindful that we do need to plan for growth and be realistic about delivery.

You will be able to see what difference your comments have made in the Consultation Statement which will set out how and why the comments made during the consultation have either been taken on board and influenced the final document, or have not been considered appropriate for inclusion. The Consultation Statement will be available on the Council's website.

If significant changes are considered necessary, either due to the nature of responses or the submission of new information, we will re-consult and everyone will have a further opportunity to comment. In the event that only minor changes are necessary, the plans will be submitted to the Secretary of State for examination by an independent inspector at the start of 2014. At this point, you still have an opportunity to comment on the plans if you so wish. However, it is hoped that by adopting a collaborative approach to drawing up these plans, they will benefit from a significant amount of support from the local community and objections will be kept to a minimum.

Stage in process	Date	Re-consultation necessary (alternative dates)
Publication	November 2013	Summer 2014
Publication for independent examination	December 2013	Autumn 2014
Adoption	Autumn 2014	End of 2014

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1 Introduction

The Planning Strategy for Elmbridge

1.1 The Elmbridge Core Strategy, adopted in July 2011, sets the overarching strategy for the Borough. It adopts a local approach to the promotion of sustainable growth, directing the right sort of development to the right places, whilst protecting the environment and providing community infrastructure.

1.2 In considering the soundness of this planning strategy, the independent planning inspector wrote;

“In terms of housing, employment and other development, the plan provides for growth, reflecting the Government’s agenda, and generally it strikes the right balance between needs and demands”.

‘In its approach to the Green Belt the plan is also consistent with the Government’s Planning for growth agenda. This makes clear that wherever possible the answer to proposals should be yes, while ensuring the key sustainable development principles set out in national policy would not be compromised’

1.3 Since the adoption of the Core Strategy, the Government has published a new planning framework. The Council considers that its Core Strategy is compatible with this planning framework.²

1.4 However, the Core Strategy forms only part of the Elmbridge Local Plan and a commitment has been made to prepare further documents to direct and shape future growth. The diagram overleaf illustrates the family of documents that will make up the Council’s Local Plan and how they relate to each other.


Progress so far

1.5 In response to local concerns about the impact of new development on local character and infrastructure, the Council prioritised the production of two documents which were adopted in April 2012;

- Design and Character Supplementary Planning Document
- Developer Contributions Supplementary Planning Document.

1.6 In addition, a Community Infrastructure Levy Charging Schedule, the first in Surrey, which was adopted in April 2013³. This sets a charge of £125 per square metre for new residential development and £50 per square metre for retail development. The

2.[The compatibility checklist can be found at www.elmbridge.gov.uk/planning]



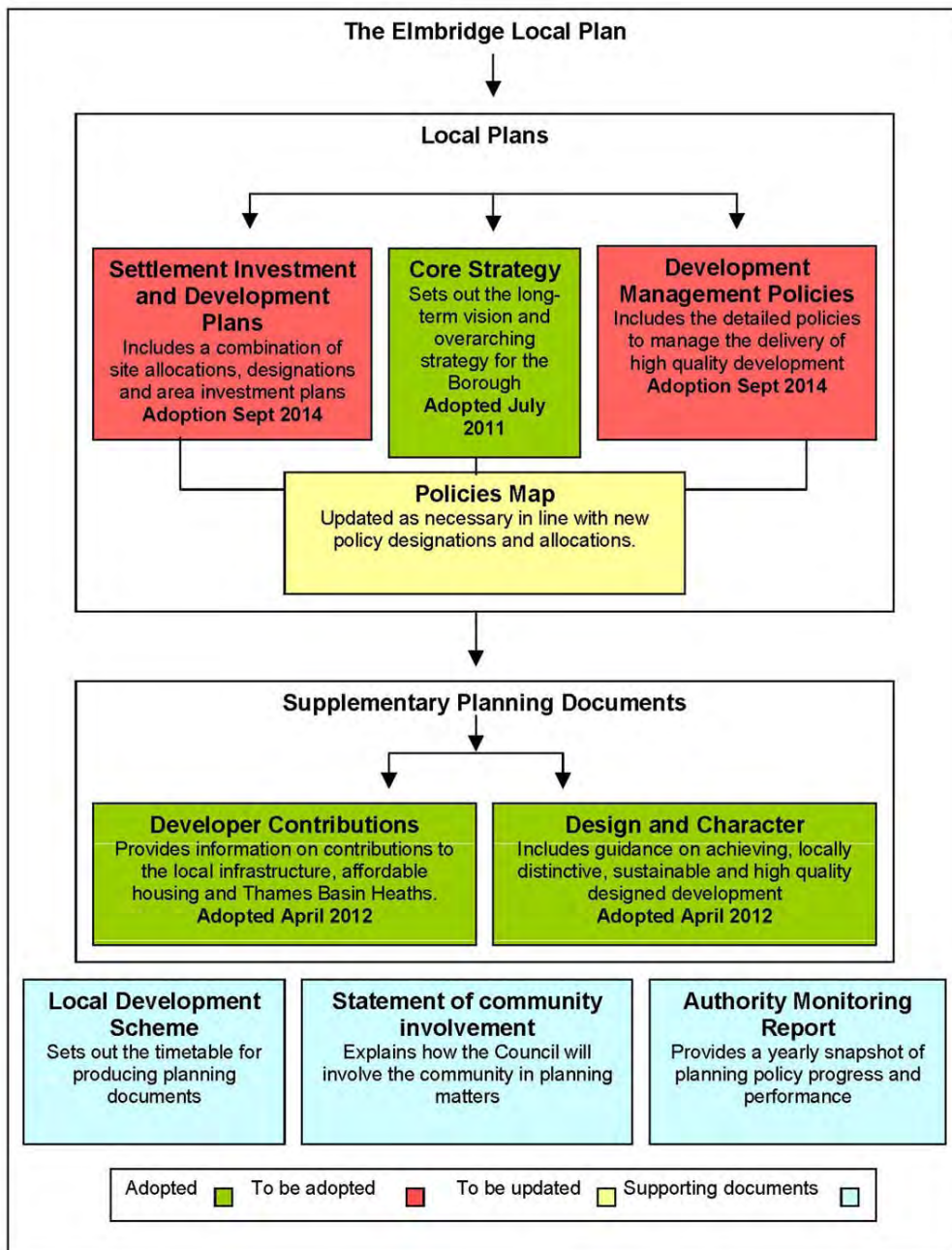
aim is to provide clarity about expectations prior to buying land, and ensure that new development contributes to the creation of an environment where growth is not stifled through lack of infrastructure and investment. It is estimated that this charge will raise in the region of £24 million over a 10 year period which will go towards funding a comprehensive package of infrastructure improvements across the Borough.

1.7 The Council is now producing the remaining documents that will complete its Local Plan;

- The Development Management Plan
- Settlement ID (Investment and Development) Plans

1.8 These two documents are being produced concurrently and are both subject to consultation now.

3.[CIL is a new levy that will be charged on new developments.The money raised can be pooled and used to fund infrastructure that the council and the local community wants - for example, new or safer road schemes, school expansion or improvements to leisure facilities.Further details of CIL including a summary can be found on the Communities and Local Government website and the Council's website www.elmbridge.gov.uk/planning]



Supporting new development that's right for local areas

1.9 The Council will adopt a positive approach to the consideration of development proposals. We will work with the local community as well as developers to find solutions, which means that appropriate sites will be allocated for development wherever possible, in order to provide a clear and coherent plan that improves the economic, social and environmental conditions of the Borough. Whilst promoting the right sort of development in the right places, we are committed to making sure that the

key sustainable development principles set out in the Government's planning framework are not compromised.

Why is it good to have a plan?

1.10 With or without a plan, development will happen anyway. Adopting a plan led approach allows the Council to take a strong leadership role that will steer development within the Borough, protecting valued open spaces, directing investment in improved infrastructure where it is needed most, and delivering development of a type and within locations that are considered to be most appropriate. Such an approach means that the Council has to make difficult decisions, but it allows us to manage and plan for development, taking account of the potential impact on local areas.

1.11 The Core Strategy commits to the delivery of approximately 3,375 new homes between 2011- 2026. This equates to 225 units each year. In the first 2 years, we anticipate that 550 units will have been completed , 100 above the requirement. Whilst this puts the Council in a strong position with regards to retaining decision making at a local level, this supply needs to continue, and in a manner that the Council chooses, rather than decisions being made by the Planning Inspectorate or the Secretary of State.

1.12 By taking a proactive approach the Council can plan ahead, ensuring that the right infrastructure comes forward at the right time. Only through the identification of where and how growth is likely to happen can effective infrastructure planning take place.

1.13 ID Plans, prepared for each of the 8 individual settlements within Elmbridge, will make a significant contribution to supporting the delivery and management of development that;

- Protects land from development where appropriate,
- Provides the required level of growth set out in the Core Strategy, and
- Improves infrastructure and services to support this growth.

1.14 Through encouraging the local community to take part in this process, it is hoped that these Settlement ID Plans, will reflect local opinion as far as possible. We will do all that we can to take on board your views but we are duty bound to plan within the context of the Government's wider growth agenda. We think our approach will achieve the best results for local communities, achieving the right blend of local knowledge and professional expertise. Nevertheless, there are alternatives.

What if you don't like the plan for your area?

1.15 Tell us. Nothing is set in stone but we do have to start somewhere, and if we don't ask we won't know. However, if you really want to take control and make the

decisions yourself, you can. Local communities do have the option of preparing their own neighbourhood plans. These can set planning policies to determine decisions on planning applications, but they do need to be prepared in the overall context of the Core Strategy and the Government's planning framework.

1.16 Importantly, neighbourhood plans cannot be used to restrict development. They can steer development and set out plans for more development than set out in the Core Strategy but not less.

1.17 Whilst there have been some expressions of interest by local community groups, no proposals for a neighbourhood plan have been progressed. This does remain an option should community groups decide they wish to prepare their own local neighbourhood plan for growth.

1.18 Another alternative is to sit back and wait for development to come, not knowing where, when or how much - a sure way to create uncertainty and 'lag' with regards to infrastructure provision. It is an alternative that avoids making difficult decisions but fails to plan properly for the future of our local areas. As a responsible Council, we will make the difficult decisions and plan for the future.

What will Settlement ID Plans do?

1.19 The Settlement ID Plans have 3 distinct roles;

- i. Protecting sites in their current use –these are **designated** to ensure that they are not lost to other uses.
- ii. Identifying key sites for new development – these are **allocated** and will act as a framework within which the Council can plan and manage growth in the future
- iii. Assessing infrastructure needs- these will need to be prioritised in line with the delivery of new development in an area, together with an assessment of its impact and the aspirations of the local community.

1.20 Each ID Plan will differ dependant on its local character, the capacity of existing infrastructure to accommodate growth and the opportunities available for new development and environmental enhancement.

Protecting land for existing uses

Open Spaces

1.21 Overall, open spaces within the urban area will be given greater protection than before through Development Management policy- DM5.⁴ This sets out that existing open spaces should not be built on unless:

4.[The Council's Draft Development Management is also being consulted on at the moment. Please visit our web site to take part in this consultation and consider the new policies we propose to protect our open spaces]

- “An assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
- The loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
- The development is for alternative sports or recreational provision the needs of which clearly outweigh the loss”.

1.22 In addition the Government’s planning framework⁵ sets out an additional protection that can be given to green spaces of particular importance to local communities. These can be designated as ‘Local Green Space’ and will benefit from the same level of protection as Green Belt. However, in considering the designation of Local Green Space, the framework states that:

“The Local Green Space designation will not be appropriate for most green areas or open space. The designation should only be used:

- Where the green space is in reasonably close proximity to the community it serves;
- Where the green area is demonstrably special to the local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and
- Where the green area concerned is local in character and is not an extensive tract of land”

1.23 As open space is afforded a higher level of protection than has previously been the case it is considered that the existing Strategic Open Urban Land designation is no longer relevant.

Employment land

1.24 In line with Core Strategy policy CS23 Employment Land Provision, the designation of Strategic Employment Land will seek to ensure an adequate, yet flexible, supply of employment land. In considering the designation of sites, paragraph 22 of the National Planning Policy Framework needs to be taken into account;

“Planning policies should avoid the long-term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose. Land allocations should be regularly reviewed. When there is no reasonable prospect of a site being used for the allocated employment use, applications for alternative uses of land or buildings should be treated on their merits having regard to

5.[Paragraphs 76, 77 and 78 of the National Planning Policy Framework]

market signals and the relative need for different land uses to support sustainable communities”

1.25 The Council regularly monitors the demand for employment floorspace as well as employment land projections for the Borough. The need for certain types of employment land is changing. Currently, there is a high level of vacant office floorspace and the need for industrial land is declining. However, we need to take a long-term view of what we may need in the future and balance this against the need for other uses, specifically the continual demand for housing and in particular affordable housing.

1.26 Careful consideration will need to be given to designating areas as Strategic Employment Land. The balance needs to be struck between maintaining a sufficient supply that addresses employment growth projections, whilst ensuring that there is a degree of flexibility when considering the future use of other employment sites. Core Strategy policy CS23 Employment Land Provision will ensure that sites will continue to be protected and redevelopment only supported where it can be shown that its employment use is redundant and that its change of use will benefit the community.

1.27 Given the above, it is proposed that the number of sites currently designated as Strategic Employment Land is reduced. Those that are proposed to retain a designation are considered to be significant to the delivery of economic growth, not only within the Borough, but also across the wider M3 Local Economic Partnership (LEP) area. Factors such as the current use, future demand, levels of employment, size and sub regional impact have been assessed in the consideration of strategic designation.

7

Gypsy and Traveller sites

1.28 Whilst the number of pitches to be provided for Gypsies and Travellers is significantly lower than the Borough’s overall housing need, suitable sites are often difficult to deliver. The ID Plans propose new sites to address the additional need, but this assumes that existing provision is not lost to alternative uses. As such existing, permanent and legal Gypsy and Traveller sites, as well as Travelling Showpeople sites, have been designated for continued protection.

Promoting the right development in the right places

1.29 Through ID Plans, the Council is encouraging the most effective use of land through promoting development on allocated sites and improvements to open spaces. Uses vary but include;

- Housing
- New Gypsy and Traveller pitches.
- Mixed use sites in town centres
- Community, social and education provision

- Major open space improvements to provide alternative visitor destinations for people who would otherwise visit the Thames Basin Heaths, an area protected for its high ecological value.

1.30 Local character, design and density are key factors that need to be taken into account when considering the acceptability of any new development, regardless of its use. The Council already has policies in place that aim to make the most effective use of land whilst delivering high quality design that takes account of the different roles and character of different areas across the Borough⁶.

How do we judge what is the best use of a site?

1.31 It's not easy and there are often competing uses for a site that we need to consider. The allocation process has been developed to ensure that only reasonable alternatives for development will go through to the consultation stage. Reasonable alternatives will be judged against the following criteria which essentially act as a 'sift'.

1.32 The assessment process has been divided into a number of stages (Figure 1).



Figure 1: Proposed Allocations – Assessment process

- **Stage A** – Initial Assessment – this eliminates sites that are not in line with the Council's Core Strategy or are considered too small for inclusion.
- **Stage B** – Deliverability Assessment – eliminates any sites that are not genuinely developable and available to be delivered.
- **Stage C** – Detailed Assessment – assesses the social, economic and environmental effects of the proposed development (incorporating Sustainability Appraisal)

Further details can be found at www.elmbridge.gov.uk/planning

1.33 In addition, where a site has been discussed at the local workshops, the level of community support has been taken into account. In most cases this has influenced

6.[Policy CS17 - Local Character, Density and Design. Elmbridge Core Strategy, July 2011. Design and Character Supplementary Planning Document. Elmbridge Local Plan, April 2012. Core planning principles, paragraph 17, National Planning Policy Framework, March 2012]

whether a site has been put forward as an 'opportunity site' or an 'other possible site' for consultation purposes.

1.34 The intention is not to allocate all sites that could potentially be developed over the lifetime of the plan. This would be impossible and an approach riddled with uncertainty. Only key sites, of particular significance to the area will be allocated. The ID Plans present a range of site for consultation. The threshold for inclusion differs between areas, the minimum being 6 units.

1.35 It is inevitable that some sites will fall out, and others come forward during the lifetime of the plan. The Council's Strategic Housing and Employment Land Availability Assessment therefore continues to be an important document. Through rigorous monitoring and annual review of this land availability assessment, the Council will always have up to date evidence of potential future land supply in order to ensure the delivery of our overall housing target, and potential capacity for employment floorspace.

Do we really have room for more development?

1.36 Yes we do. The Strategic Housing and Employment Land Availability Assessment provides a key tool to assess potential capacity for all sites above 6 units. This is updated annually. It is designed to reflect, and take account of, the turnover and 'churn' of sites in the Borough and provide an up to date picture on potential capacity. Importantly, it does not allocate sites for development but acts as a guide to whether housing requirements are likely to be met. The Strategic Housing and Employment Land Availability Assessment will continue to play an important role in providing a flexible and up to date response to potential housing capacity but it does not represent Council policy nor does it reflect any views of the local community.

Is an allocation the same as planning permission?

1.37 No it's not. An allocation in a Settlement ID Plan provides much greater certainty as to the future development of a site. These sites are all subject to public consultation, sustainability appraisal, viability assessment and ultimately, agreement by the Council. An allocation does not grant planning permission. However, it does show that the Council agrees with the general principle of development but all proposals will still be subject to detailed consideration against relevant planning policies should an application be submitted.

Investing in infrastructure

1.38 New development will inevitably put increasing pressure on existing infrastructure, so we have made sure that new development 'pays its way' through the Community Infrastructure Levy.

1.39 Investment in infrastructure will be dependent on;

- Existing commitments by service providers (such as Surrey County Council, Network Rail etc),
- The level of growth within an area and the consequent impact on infrastructure
- Priorities identified by the local community.

1.40 The Council has recently appointed an Infrastructure Delivery Officer who will be responsible for ensuring the timely delivery of infrastructure and producing a transparent spending programme that prioritises the money that will be raised through the Community Infrastructure Levy. A key objective of the post is to work closely with other delivery agencies, co-ordinating spend with other spending programmes, including existing funds already collected from developments, and other available finance such as the New Homes Bonus⁷

1.41 Where improvements can be identified, such as the potential expansion of a school, then these have been included for consultation. However, in many cases it will not be possible to identify the specific improvement in infrastructure. In these cases, the matter to be dealt with has been identified generically eg. Improvements to tackle congestion, improvements to open spaces etc. Schemes will then be drawn up as and when sufficient finances become available. Local people will be asked to assist in setting spending priorities.

1.42 This Settlement ID Plan sets out a range of potential improvements that could be made within the area. Many of the infrastructure needs for the Borough have already been identified in the Council's Infrastructure Delivery Plan, prepared in support of the Core Strategy and subsequently updated for the preparation of the Community Infrastructure Levy. In addition suggestions put forward in the local workshops have also been included as appropriate.

Local Plans for local communities

1.43 Investment and Development Plans have been produced for the 8 individual settlements identified within the Core Strategy. They all follow a standard format for initial consultation with local communities and others that have interests within the Borough. They are based on information that the Council believes to be correct, but inevitably this will change as a consequence of consultation and, of course, the passage of time. If the information is wrong-please tell us! It is hoped that, through engaging local communities, each ID Plan will develop in a locally distinctive way that reflects the wishes of the community. As such, we encourage you to become involved in the development of these plans.

⁷.<https://www.gov.uk/government/publications/new-homes-bonus-final-scheme-design--2>]

These Settlement ID Plans are exactly what they say they are-
Initial drafts for public consultation.
 It is for you to tell us your views so that we can shape them into the documents that you would choose in order to plan and manage development within your local area.
No decisions have been made at this stage. Consider the options. Are there any others?

1.44 In doing so, choices must be made within the wider context set out in this introduction. They must accord with national planning policy and help to deliver the overall strategy for the Borough set out in the Core Strategy. Meeting our housing objectives is key to the Council maintaining local control over decision making. As such, the anticipated level of new housing to be provided within each settlement area is reproduced for convenience below.

Settlement	Anticipated housing distribution
Walton	675-725
Weybridge	625-675
Hersham	350-400
East and West Molesey	475-525
Thames Ditton, Long Ditton, Hinchley Wood and Weston Green	375-425
Esher	250-300
Cobham, Oxshott, Stoke D'Abernon and Downside	575-625
Claygate	50-100

1.45 Whilst delivery may be higher in some areas and lower in others, overall delivery must at least meet the minimum overall housing target of 3,375 set out in the Core Strategy. Given the market attractiveness of the Borough, coupled with the Council's commitment to retain local control and adopt a sensible approach to planning for sustainable growth, it is considered that this target will be achieved, and potentially exceeded, without resulting in unacceptable consequences on the local environment or the economic health of the Borough.

**The following sections of this Settlement ID Plan sets out the initial draft plans for consultation for your local area.
 We would like to hear your views.**

2 Thames Ditton, Long Ditton, Hinchley Wood and Weston Green Investment and Development Plan

About the area

2.1 The Thames Ditton, Long Ditton, Hinchley Wood and Weston Green settlement area is situated in the northeast of the Borough bordering the London boroughs of Richmond and Kingston. The River Thames forms the boundary to the north with rural Green Belt to the south. The area contains 8,400 dwellings⁸ supporting a population of around 21,000⁹. Whilst the majority of the built environment has in the past been developed at a higher density than other areas of Elmbridge, reflecting its location on the edge of London, the majority (69%) of all dwellings are still either detached or semi-detached¹⁰ houses.

2.2 The area has convenient road and rail access to and from London and is served by three rail stations at Esher, Hinchley Wood and Thames Ditton.

2.3 There are two Local Centres at Thames Ditton and Hinchley Wood, as well as a number of smaller shopping parades providing for daily needs. Both Local Centres provide a good range of shops and services. Hinchley Wood centre supports 24 units of which 55% would be classed as retail shops. Only 5.5% of floorspace is vacant. Thames Ditton is a slightly larger centre supporting a total of 37 units of which 36% would be classed as retail. Vacancy levels are slightly higher here (10%) although half of this is office floorspace¹¹. Ensuring sufficient car parking to support vitality and viability is a key concern locally. The area does lack a larger centre, although nearby Surbiton, in the adjoining borough of Kingston, offers district shopping facilities and Kingston caters for people's main shopping needs. Maintaining and enhancing access to this area by bus is a key priority.

2.4 There is a good range of education facilities in the area, including 2 primary schools (Hinchley Wood and St Paul's Catholic Primary), 2 junior schools (Thames Ditton and Long Ditton St Mary's Church of England) and 2 infant schools (Thames Ditton and Long Ditton). It also contains one of the Borough's 4 secondary schools – Hinchley Wood Secondary School, as well as Esher College, a Sixth Form education establishment.

2.5 Open spaces at Ditton Field, Giggs Hill Field, Thames Ditton Recreation Ground and Lynwood Road provide important opportunities for informal and formal recreation within the urban area along with smaller areas of open space. Littleworth Common to

8.[Dwelling stock by Council Tax Band (VOA)]

9.[Resident Population Estimates 2010 (ONS)]

10.[Household Spaces and Accommodation Type 2001 (ONS)]

11.[Elmbridge Town and Village Centre Audit (2012)]

the south of the settlement area within the Green Belt and the River Thames to the north add to the environmental quality of the area.

2.6 Whilst the area is predominately residential there are two relatively small employment sites along the Portsmouth Road that are both designated as Strategic Employment Land. Kingston House Estate provides a mix of light industrial and storage accommodation and The Pavilion provides office accommodation. Hampton Court Estate which provides industrial and warehousing accommodation lies on the edge of the settlement area to the north between Hampton Court Way and the railway but is not designated as Strategic Employment Land.

2.7 Between 2006 and 2011 185 new dwellings have been built in the Thames Ditton, Long Ditton, Hinchley Wood & Weston Green settlement area. This comprised a fairly even mix of flats (43.3%) and houses (53.5%) with 34% being 2-bedroom units and 29% 4-bedroom units with the remainder split fairly equally between 1 and 3 bedroom units. The average density of development sites was 37 dwellings per hectare.¹²

The Core Strategy

2.8 The Core Strategy provides the overarching context for the future development of the Borough. Policy CS8 sets out a specific strategy for Thames Ditton, Long Ditton, Hinchley Wood and Weston Green to 2026 and the Settlement Investment and Development Schedules contained in Appendix 2 of the Core Strategy provide an outline of the delivery of development and investment expected within the settlement area. In summary the Core Strategy sets out:

- An anticipated level of housing provision in the area to be between 375-425 units between 2011 and 2026.
- No identified need for additional employment floorspace.
- No identified need for additional retail floorspace.
- 1-2 forms of entry at primary school level.
- Platform extensions at Hinchley Wood and Thames Dittons stations and potential improvements to car parking at Esher.
- Bus service improvements in Long Ditton.
- Parking strategy to give consideration to the adoption of a local management plan.

2.9 The Core Strategy makes it clear that the delivery of development and infrastructure will change over time. Up-to-date information will be included within the Council's Infrastructure Delivery Plan, Authority's Monitoring Report and Strategic Housing and Employment Land Availability Assessment (SHELAA)¹³

12.[Authority's Monitoring Report 2012]

13.[www.elmbridge.gov.uk/planning/policy/evidencebase.htm]

2.10 The following table shows the settlement's housing delivery ¹⁴

Housing delivery		Dwellings
Anticipated level of housing delivery in plan period (2011 to 2026)		375-425
Minus:		
Dwellings built in 2011/12	44	256
Dwellings under construction in 2011/12	67	
Dwellings with permission not yet implemented in 2011/12	55	
Estimated number of dwellings on small sites from 2015 to 2026	90	
Estimated remaining housing to be delivered on larger sites from 2012 to 2026		119-169

Purpose of this ID plan

2.11 The purpose of this ID Plan is to support the delivery of the Council's Core Strategy by:

- Allocating key sites with potential for development in order to contribute to the delivery of the requirement set out within the Core Strategy and enable the continued protection of the Borough's Green Belt and urban open spaces. This includes housing, Gypsy and Traveller pitches and housing development.
- Designating open space within the urban area for continued protection.
- Designating potential Suitable Accessible Natural Greenspaces to support the ongoing protection of the Thames Basin Heaths Special Protection Area.
- Designating existing permanent and authorised Gypsy and Traveller sites for protection in their current use.
- Reviewing the designation of Strategic Employment Land for long-term protection.
- Identifying priorities for future investment in infrastructure e.g. schools, transport, highways etc.

What does the Thames Ditton, Long Ditton, Hinchley Wood and Weston Green ID Plan propose?

2.12 The ID Plan for Thames Ditton, Long Ditton, Hinchley Wood and Weston Green includes the following proposals for consultation:

- 6 sites that may have potential to be allocated for development.
- 19 areas of open space in the urban area as well as 4 areas of Local Green Space

14.[Figures taken from the Strategic Housing Land and Employment Availability Assessment 2012]

- 1 potential Suitable Accessible Natural Greenspace to be protected
- 1 existing permanent and authorised Gypsy and Traveller site to be protected in its current use
- Priorities for investment in other forms of infrastructure including schools, transport and highways etc.

2.13 The map below gives an overview of the potential development sites to be allocated and open spaces, potential Suitable Accessible Natural Greenspace, Strategic Employment Land and Gypsy and Traveller sites to be designated. Sections 3-5 set out these in further detail.



Key			
	Opportunity Sites		Potential Suitable Accessible Natural Green Space
	Other Possible Sites		Green Belt
	Existing Gypsy & Traveller Site		Open Space
	Settlement Boundary		Local Green Space
	Borough Boundary		Town, District, Local Centre

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What you have told us so far

2.14 In September 2012 we held a ‘Managing Development’ workshop at St Nicholas Church Hall, Thames Ditton. This was a key part of our early engagement to inform the preparation of the ID Plan for Thames Ditton, Long Ditton, Hinchley Wood and Weston Green. The workshop was attended by a wide range of organisations and individuals including representatives from the local community, landowners, agents etc. This provided an excellent forum for discussion and debate and highlighted areas of both agreement and disagreement between those attending.

2.15 This was the first stage of engagement in the preparation of the ID Plan and provides a snapshot of views from those people who attended the workshop. It does not represent views across the whole community but provides a starting point for the preparation of the Plan and future engagement.

2.16 The key issues discussed at this workshop included¹⁵

Sites to be protected

- St. Paul's primary school playing fields should maintain its current level of protection.
- The Dell should maintain its current level of protection.
- Both groups considered that the sports ground at Old Pauline's/Colets, should be designated as Strategic Open Urban Land. The potential for a limited amount of housing development in the north of the site was discussed. Whilst one group were unanimous in considering this was wholly inappropriate, there were a few in the other group who considered that this may be worth some consideration.
- Summer Road recreation ground should maintain its current level of protection.
- Protect Imber Court Sports Club site as open space.
- It was considered that the Green Belt and green spaces within the urban area had significant importance, not only because of their contribution to the local character of the area but also as an amenity resource. Improving 'walkability' within these areas was important.
- Retain Ferry works employment site (within conservation area).
- Important to retain local retail parades outside of town centres.
- Retain employment land south of Hampton Court rail station adjacent to railway line between Dittons field and the River Ember. This land was not considered suitable for either a hotel or residential development.
- Retain employment site between railway lines near Hampton Court junction – accessed via Claygate Lane.

Potential development sites

- It was considered that the existing dense development of Thames Ditton, which has less open space and recreation grounds than other wards in the Borough, should be recognised in any consideration of future development potential.
- Potential options for secondary school provision were discussed including:
 - Was there potential for Surbition High School to share Old Pauline's/ Colets sports ground for recreational purposes as an alternative to using Green Belt land?
 - Surrey County Council has acquired Green Belt land behind Cranmere primary school for new primary school. (Access issues would need addressing).

15.[A detailed summary of the workshops can be found at -www.elmbridge.gov.uk/planning/policy/mdw.htm]

- Develop Imber Court Trading estate as a smaller sized secondary school. (Access issues would need addressing) with potential use of adjoining Imber Court Sports Ground for sporting activities.
- Some support for the following sites to be considered for development:
 - British Telecommunications Telephone Exchange, A307, Thames Ditton adjoins the Green Belt, and therefore would need sensitive development because of its position adjacent to the Green Belt.
 - Land to the rear of Elmbridge Housing Trust flats, Longmead Road, (which includes the area used for garaging).
 - Granchester House, Hinchley Way.
 - Hinchley Wood builder's yard.
 - No suitable Gypsy and Traveller's sites were identified.

Priorities for investment

- There is a need to increase primary and secondary school places and there are too many temporary classrooms. However, capacity to expand existing schools is considered to be limited, new schools are needed.
- Provide safe pedestrian crossings at all schools. Develop a network of safe cycle routes to schools.
- Emberbrook/Giggs Hill Surgery would benefit from improved facilities, including parking. However it was recognised that an increase in parking places would be difficult to provide. There were some people in one group who considered that provision of GP surgeries in the area was adequate.
- Improvements to public transport included:
 - More frequent bus services.
 - Improved cycling facilities.
 - Invest in Hinchley Wood drainage system through improved maintenance.

2.17 Further reference to issues at the workshop is made throughout the Plan.

3 Sites to be protected

3.1 In order to deliver the overarching strategy for Thames Ditton, Long Ditton, Hinchley Wood and Weston Green as set out in the Core Strategy this section sets out those sites that are proposed to be designated for continued protection in their existing use.

3.2 Included within this section are those areas of open space and employment land that are considered vital for the long-term sustainability of the settlement area and the Borough as a whole and which will be protected from redevelopment for another use. Further details of proposed designations can be found below and are indicated on the map in [Thames Ditton, Long Ditton, Hinchley Wood and Weston Green - Appendix 1](#).

3.3 All sites have been subject to a rigorous assessment process in order to determine the appropriateness of their designation. Details can be found in the Site Assessment Methodology documents¹⁶

Open Space

3.4 Policy DM5 – Open Space and Views of the Development Management Plan sets out the policies for the management of open spaces. The current Strategic Open Urban Land designation in the Replacement Elmbridge Borough Local Plan 2000 is not considered to be required any longer given the high level of protection given to open space in the Government’s planning framework¹⁷. The Council has identified the following options for the designation of open space and selected a Preferred Option.

Option A – Designate all existing open space as ‘open space in the urban area’
Option B – Designate some existing open space as ‘open space in the urban area’ and designate those sites important to the local community as ‘Local Green Space’.

Preferred Option: Designate some existing open space as ‘open space in the urban area’ and designate those sites important to the local community as ‘Local Green Space’.

Commentary: The preferred option will ensure that areas of open space that are important to the local community are designated and receive a greater level of protection than other areas of urban open space.

3.5 The Council welcomes comments on the options and Preferred Option proposed which has been used in identifying the following open space designations:

16.[Site Assessment Methodology documents – www.elmbridge.gov.uk]

17.[Paragraph 77 of the National Planning Policy Framework – www.communities.gov.uk]

Open space in the urban area

3.6 All open spaces identified on the map in [Thames Ditton, Long Ditton, Hinchley Wood and Weston Green - Appendix 1](#) and noted below, will be considered as open space and the criteria in Policy DM5 of the Development Management Plan will apply. This policy provides a higher level of protection than the existing Strategic Open Urban Land (SOUL) designation and will apply to all those open spaces within the urban area shown below. It outlines that all existing open space should not be built on unless it can be shown that it is surplus to requirements; the loss would be replaced by open space of equivalent quality and quantity; or the development is for an alternative sports and recreation use, the need for which clearly outweighs the loss ¹⁸

Open space in the urban area

Open space name	Size (ha)	Existing designation
Winters Bridge	0.03	NONE
Long Ditton War Memorial	0.06	NONE
Queens Road	0.06	NONE
Camm Gardens	0.09	NONE
Atwell Place	0.27	NONE
Burial Ground adjacent to Old Pauline's Sport Ground	0.4	NONE
St Nicholas Church	0.43	NONE
Bankside Drive	0.65	NONE
Long Ditton St Mary's Junior School	0.75	NONE
Ditton Lawn Open Space	0.81	NONE
Thames Ditton Junior School	1.13	NONE
Giggs Hill Field	1.73	SOUL
Giggs Hill Green	2.36	SOUL
Strenue Sports Club	3.03	SOUL
Lynwood Road allotments, open space, and recreation ground	4.59	SOUL
Long Ditton Recreation Ground	6.06	SOUL

Core Strategy links	CS14-Green Infrastructure
Framework paragraphs	73-78
Development Management Plan	DM5-Open space and views
Other documents or guidance	Green Space, Sport & Recreation Study 2006

18.[Paragraph 74 of the National Planning Policy Framework – www.communities.gov.uk]

Local Green Space

3.7 There is the opportunity for some sites to be designated as Local Green Space. These sites must be of significant local importance and meet the criteria set out in the Government’s planning framework ¹⁹ (see Section 1).

3.8 It clearly states that a Local Green Space designation will not be appropriate for most green areas and this will be an important consideration in the designation of such sites. A number of sites were put forward at the community workshop and these are set out below and indicated on the map in [Thames Ditton, Long Ditton, Hinchley Wood and Weston Green - Appendix 1](#). Should you wish to suggest a site for designation as a Local Green Space it is important that you consider the criteria mentioned in Section 1 and include reasons as to why it is important to the local community. Once designated these sites will have a level of protection equivalent to the Green Belt as set out in Policy DM5 – Open Space and Views of the Development Management Plan.

Local Green Space

Open space name	Size (ha)	Existing designation
Old Pauline’s Sports Ground	6.2	NONE
Kingston Grammar School Playing Fields - Ditton Field	13.08	SOUL
Summer Road Recreation Ground	1.1	NONE
The Dell	0.92	NONE

Core Strategy links	CS14-Green Infrastructure
Framework paragraphs	73-78
Development Management Plan	DM5-Open space and views
Other documents or guidance	Green Space, Sport & Recreation Study 2006

Potential Suitable Accessible Natural Greenspace

3.9 Suitable Accessible Natural Greenspace is open space that is needed in order to ensure the continued protection of the Thames Basin Heaths Special Protection Area from increased recreational activity e.g. walking, dog walking etc as a result of additional residential development. Subject to enhancement works to increase their capacity for recreation i.e. attract more users, Suitable Accessible Natural Greenspace is designed to act as an alternative to visiting the Special Protection Area. In

19.[Paragraph 77 of the National Planning Policy Framework – www.communities.gov.uk]

considering the need to ensure the protection of the Special Protection Area in the future the Council has identified the following options and selected a Preferred Option

Option A – Designate suitable areas as ‘potential’ Suitable Accessible Natural Greenspace in order to ensure the protection of the Special Protection Area in the long-term and/or offer a shared resource with adjoining boroughs ²⁰

Option B – Fully designate suitable areas as Suitable Accessible Natural Greenspace

Option C – Do not designate suitable areas as ‘potential’ Suitable Accessible Natural Greenspace or as full Suitable Accessible Natural Greenspace as we have sufficient for the plan period and beyond

Preferred Option: Designate suitable areas as ‘potential’ Suitable Accessible Natural Greenspace in order to ensure the protection of the Special Protection Area in the long-term and/or offer a shared resource with adjoining boroughs

Commentary: The preferred option will ensure that areas of open space that have the potential to become Suitable Accessible Natural Greenspace are protected from any works or development that might compromise this. This will ensure that sufficient Suitable Accessible Natural Greenspace land is available in the long term to ensure the ongoing protection of the Special Protection Area and/or offer a shared resource with adjoining boroughs.

3.10 Whilst Elmbridge currently has sufficient Suitable Accessible Natural Greenspace available at Brooklands Community Park and Esher Common to support future development it is considered important to identify other potential Suitable Accessible Natural Greenspace that can provide ongoing certainty in the long-term or act as a shared resource with adjoining boroughs.

3.11 Natural England set out strict criteria for the designation of Suitable Accessible Natural Greenspace and these have been used to assess all natural/semi-natural open spaces over 12ha in the Borough to determine their suitability for designation. Given that the need for Suitable Accessible Natural Greenspace at present is relatively low and taking account of the work involved in fully designating one, this designation offers the opportunity to identify their potential future use as a Suitable Accessible Natural Greenspace and protect it from any works or development that may compromise this. Potential Suitable Accessible Natural Greenspace will be managed in accordance with Policy DM6 – Nature Conservation and Biodiversity of the Development Management Plan. Should the Preferred Option be taken forward the following areas would be designated as potential Suitable Accessible Natural Greenspace. Comments are welcomed on the overarching approach to designating Suitable Accessible Natural Greenspace and the proposed sites.

20.[Thames Basin Heaths Special Protection Area Delivery Framework, February 2009 – www.surreyheath.gov.uk]

Potential Suitable Accessible Natural Greenspace

Ref	Name	Area (ha)	Existing Designation
SANG/DHW1	Littleworth Common	48.03	Green Belt, Site of Nature Conservation Importance, partly within Flood Zone

3.12 Littleworth Common is a large area of semi-natural greenspace close to the urban areas of Esher and Hinchley Wood. The Council owns all 48.03 ha, comprising a mainly open grassland and woodland. It is currently accessible to the public but is significantly underused apart from at peak times when commuters use it as a cut through to Esher Station. Footpath access to the site is good but a car park, linking to a circular walk, would need to be provided as part of any enhancement works. The fact that the site is within public ownership and the relatively low levels of current use mean it offers significant potential for enhancement to attract users.

3.13 For this reason it is considered that the site has significant potential to function as a Suitable Accessible Natural Greenspace to help mitigate the impact of residential development on the Thames Basin Heaths Special Protection Area.

Core Strategy links	CS14-Green Infrastructure, CS13-Thames Basin Special Protection Area
Framework paragraphs	109 - 125
Development Management Plan	DM6 – Nature Conservation and Biodiversity
Other documents or guidance	Natural England Suitable Accessible Natural Greenspace designation criteria, Thames Basin Heaths Joint Delivery Framework

Strategic Employment Land

3.14 The Government’s planning framework highlights the importance of taking a flexible approach to the management of employment land including the need to avoid the long-term protection of sites where there is no reasonable prospect of a site being used for that purpose²¹. It also states that land allocations should be regularly reviewed. This section therefore seeks to review the Strategic Employment Land designation included within the Replacement Elmbridge Local Plan 2000 and the Core Strategy (Policy CS23 – Employment Land). Employment land not designated as strategic will continue be protected under Policy CS23 unless redevelopment for other purposes provides wider benefits to the community.

21.[Paragraphs 21 and 22 of the National Planning Policy Framework – www.communities.gov.uk]

3.15 All sites outside of town centres and included in the Employment Land Review²² were assessed for their potential to be designated as Strategic Employment Land. Full details of this assessment, including how we define ‘strategic’, are included within the Site Assessment Methodology documents. The Council has identified the following options for the designation of Strategic Employment Land and selected a Preferred Option.

Option A – Designate Strategic Employment Land based on the criteria set out in the Site Assessment Methodology documents

Option B – Designate Strategic Employment Land based on alternative criteria

Preferred Option: Designate Strategic Employment Land based on the criteria set out in the Site

Assessment Methodology documents

Commentary: The preferred option will ensure a flexible approach to the management of employment land avoiding the long-term protection of sites whilst ensuring that redevelopment will only be permitted where it can be clearly justified that there is no reasonable prospect of a site being used for its existing purpose.

3.16 The Council welcomes comments on the options and Preferred Option proposed which has been used in identifying key areas to be designated as Strategic Employment Land. It is proposed to remove the Strategic Employment Land designations from both Kingston House Estate and The

3.17 Pavilion. Both sites are relatively small in a Borough-wide context and offer limited opportunities for clustering of similar or mutually supportive businesses. Although they are in fairly accessible locations on the Portsmouth Road they are surrounded by residential properties. Removing the Strategic Employment Land designation and thus avoiding their long-term protection will offer greater flexibility over the future use of the sites in accordance with the Government’s planning framework. Any changes to existing designations are shown below.

Strategic Employment Land

Ref	Name	Area (ha)	Existing Designation	Proposed designation
EMP/DHW1	Kingston House Estate	3.61	Strategic Employment Land	Remove Strategic Employment Land designation
EMP/DHW2	The Pavilion	1.01	Strategic Employment Land	Remove Strategic Employment Land designation

Core Strategy links	CS23-Employment land provision
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22.[Employment Land Review & Addendums – www.elmbridge.gov.uk]

Framework paragraphs	18-22
Development Management Plan	DM10-Employment
Other documents or guidance	Employment Land Review, Town Centre Audit

Existing Gypsy and Traveller sites

3.18 The Government's planning framework makes it clear that local authorities must set pitch targets for Gypsies and Travellers and plot targets for Travelling Showpeople and identify and update annually, a supply of specific deliverable sites sufficient to provide five years worth of sites and developable sites or broad locations for growth for years 6-10 and, where possible 11-15. Between 2012 and 2027 there is a need for 36 Gypsy and Traveller pitches across the Borough with 24 required in the first 5 years (2012-2017) to address the backlog of need.

3.19 In finding suitable sites for Gypsy and Traveller pitches it is important to consider any existing sites and whether they need to be protected in their existing use. The following options have been considered for those existing sites where there is no capacity for intensification/ expansion of provision.

Option A – Designate existing permanent and authorised sites to protect them in their current use.

Option B – Do not designate existing permanent and authorised sites to protect them in their current use (as existing)

Option C – Designate existing permanent/authorised and temporary authorised sites for protection in their current use

Preferred Option: Designate existing permanent and authorised sites to protect them in their current use.

Commentary: The preferred option will ensure that permanent sites are protected in their current use as Gypsy and Traveller sites. Temporary sites only have permission due to a lack of a 5 year land supply at that time. As the Council will have a 5 year land supply in the future, the renewal of temporary permission will not be required.

3.20 The Oaks in Woodstock Lane is the only public Gypsy and Traveller site in the Borough, which accommodates 16 socially rented pitches. The site is full and has been so for a number of years. There are also a number of other private Gypsy and Traveller sites to the north and south of The Oaks accommodating 20 pitches in total. It is proposed to designate them as Gypsy and Traveller sites to protect them in their current use.

Ref	Site address	Site size (ha)	Existing Designation
GT/DHW1	The Oaks, Woodstock Lane	0.46	None
DT/DHW2	Land adjacent to The Oaks, Woodstock Lane	0.46	None
GT/DHW3	Plot 1-4, Woodstock Lane South	0.67	None

Core Strategy links	CS22 – Gypsies, Travellers and Travelling Showpeople
Framework paragraphs	Planning policy for traveller sites
Development Management Plan	N/A
Other documents or guidance	Traveller Accommodation Assessment 2012

4 Potential development sites

4.1 This section sets out those sites that could be potentially allocated for development.

4.2 All sites have been through a rigorous assessment process, incorporating the requirements of Strategic Environmental Assessment/Sustainability Appraisal²³. Details can be found in the Site Assessment Methodology documents. Reasonable alternatives for the development of sites have been considered where possible. For some of the sites below we have outlined what we consider to be the preferred option based on our assessments of the options and taking into account community comments so far. However, for others we are seeking your opinion on the different options proposed. For these sites no preferred option has been selected. Potential development sites have been subdivided into 3 categories that reflect their current status:

- **Opportunity sites** – these sites have been promoted by their agents or owners for allocation within the ID Plan or where the Council considers there is reasonable certainty that the site will come forward for the nature of development proposed. Reasonable alternatives for the development of these sites have been considered where possible.
- **Other possible sites** – other sites that may have potential for development but where further work is being undertaken to determine whether there is support for these sites to be allocated. Whilst other sites contained in the Strategic Housing and Employment Land Availability Assessment may come forward, some people favour the flexibility offered by the Strategic Housing and Employment Land Availability Assessment in the consideration of future development potential. Reasonable alternatives for the development of these sites have been considered where possible.
- **Sites with planning permission not yet implemented**- those sites with an existing unimplemented planning permission that will be allocated for development as set out in the approved application. This is factual information and therefore not subject to consultation.

Opportunity sites

Telephone Exchange, Portsmouth Road, Thames Ditton
Land adjacent to The Oaks, Woodstock Lane
40 Lovelace Road, Long Ditton

Other possible sites

Land to the rear of 74-128, Speer Road, Thames Ditton
Unit 1 Hampton Court Estate, Summer Road, Thames Ditton


23.[Further detail of the assessment process is set out in Section X and the Site Assessment Methodology documents - www.elmbridge.gov.uk/planning/policy/IDPlans.htm]

Builder's Yard, Station Approach, Hinchley Wood

4.3 At the workshop sites at Longmead Road and Granchester House, Hinchley Way were suggested by some as having potential for development. These have been examined but are not considered to be large enough to warrant allocation within the plan. Further details of the sites that have been included are provided in the detailed site schedules below. They are also indicated on the map included in [Thames Ditton, Long Dittion, Hinchley Wood and Weston Green - Appendix 1](#).

Opportunity sites

Telephone Exchange, Portsmouth Road, Thames Ditton

Site Ref	Address	
DEV/DHW10	Telephone Exchange, Portsmouth Road, Thames Ditton	
Settlement area	Existing use	Site area (ha)
Thames Ditton, Long Ditton, Hinchley Wood and Weston Green	Telephone Exchange	0.9
Planning constraints	Ownership	Delivery
Adjacent to Green Belt and Site of Nature Conservation Importance; Flood Zone 2.	Private	6-10 years
Description		
<p>The site contains a substantially vacant telephone exchange building and is located on the north side of Portsmouth Road, a classified A road. The site is abutting Green Belt land and a Site of Nature Conservation Importance to the west. A railway line lies to the east of the site with Strategic Employment Land located on the far side of the railway line. Residential properties are featured opposite the site and beyond the Strategic Employment Land.</p>		
Background		
<p>The telecoms agent acting for the site has confirmed that there is potential for the site to be disposed of. It has been included within the Strategic Housing and Employment Land Availability Assessment.</p>		
Options		
<p>Option A – Allocate for development of approximately 36 dwellings Option B – Do not allocate (as existing)</p>		
Preferred option		

Allocate for development of approximately 36 dwellings

Comments

There is no planning history relating to a residential development on site. Neighbouring 'Royal Thames House' (a previous employment site diagonally opposite) has been demolished and permission granted for 9 terraced houses, achieving a density of 39dph.

The site is located close to residential properties to the east and south of the site, with more employment land to the north, and so a residential development would be suitable in this mixed-use location. Situated on the Portsmouth Road, the local road network is good, there are buses into Kingston, access to a sports ground 60m away, 200m to a school and health centre, 750m from Thames Ditton village centre and a little over 1,200m from Thames Ditton train station. This makes the site relatively sustainable. The site is abutting Green Belt land and a Site of Nature Conservation Importance to the west and so careful consideration of design and landscape is required. Noise pollution from the rail line will need to be addressed in the development. The site is also located with a flood risk area and so will require mitigation


Development considerations

- Design would have to take account of adjoining Green Belt
- 2 – 3 storeys in height
- Impact on adjoining Site of Nature Conservation Importance will require consideration and appropriate landscaping
- Mitigation to address flood risk
- Strategic view must be maintained
- Mitigation to address potential noise pollution from railway line
- Approximately 14 affordable units, in accordance with policy CS21 of the Core Strategy
- Sufficient parking and appropriate access

What you have told us so far

Support was expressed for the consideration of development on this site at the community workshop subject to sensitive design given its location adjoining the Green Belt

40 Lovelace Road, Long Ditton

Site Ref		Address	
DEV/DHW14		40 Lovelace Road, Long Ditton	
Settlement area		Existing use	Site area (ha)
Thames Ditton, Long Ditton, Hinchley Wood and Weston Green		Residential dwelling	0.14
Planning constraints		Ownership	Delivery
Tree Preservation Orders on site		Private	6-10 years
Description			
<p>The site comprises a single large dwelling and associated grounds. There are Tree Preservation Orders to the front and rear of the property. The location is highly sustainable as it is in walking distance to Surbiton town centre with a range of shops and services, fast train links to London and various local bus routes. Whilst flats are to be found in this area, most come from conversion of the larger detached dwellings set in large spacious settings.</p>			
Background			
<p>There have been pre application discussions in 2005 and 2006 regarding the possibility of 14 flats following demolition of the existing building. It has been included within the Strategic Housing and Employment Land Availability Assessment</p>			
Options			
<p>Option A – Allocate for development of approximately 14 dwellings Option B – Do not allocate (as existing)</p>			
Preferred option			
<p>Allocate for development of approximately 14 dwellings</p>			
Comments			

There are a number of Tree Preservation Orders at the front and rear of the site, but this should not impact on a building if the footprint is located central to the site. The road has a mix of residential properties with some conversions. The site is located in walking distance from a range of services and key transport links in Surbiton town centre. It would provide a sustainable location for residential development.

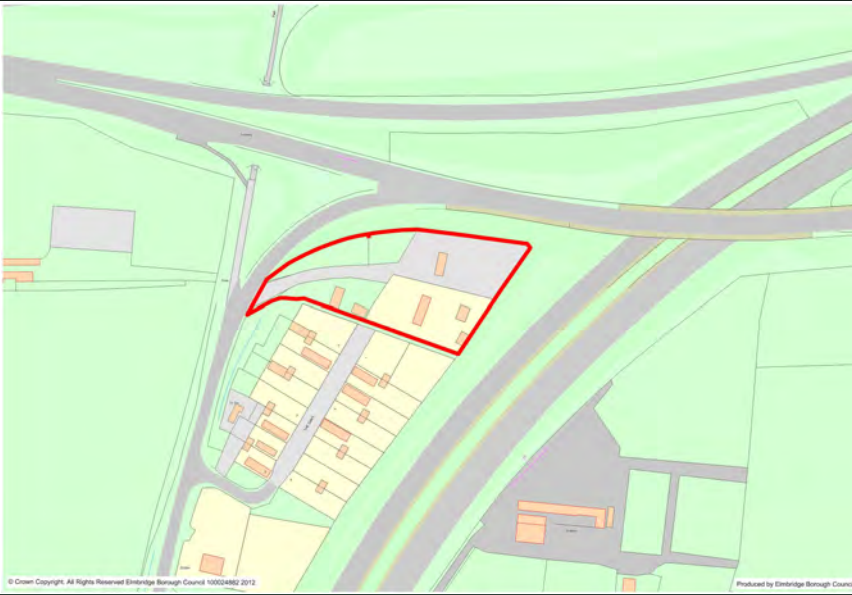
Development considerations

- Designed to be in keeping with the character of the area
- Consider maintaining appearance of a large single dwelling but containing flats
- Tree Preservation Orders are protected to the front and rear of site
- Suitable access and parking
- 2-3 storeys (or rooms in the roof)
- Approximately 4 affordable units, in accordance with policy CS21 of the Core Strategy

What you have told us so far

This site was not discussed at the community workshop.

Land adjacent to The Oaks, Woodstock Lane

Site Ref	Address	
DEV/DHW24	Land adjacent to The Oaks, Woodstock Lane	
Settlement area	Existing use	Site area (ha)
Thames Ditton, Long Ditton, Hinchley Wood and Weston Green	Gypsy and Traveller site	0.46
Planning constraints	Ownership	Delivery
Green Belt; Strategic View	Private	1-5 years
Description		
<p>The site is located to the south east of the settlement area on the border of Claygate and the Royal Borough of Kingston upon Thames. The site is within the Green Belt immediately to the north of the Council owned Gypsy and Traveller site at The Oaks, Woodstock Lane.</p>		
Background		
<p>The site currently has permanent permission for 2 Gypsy and Traveller pitches</p>		
Options		
<p>Option A – Allocate as a Gypsy and Traveller site with potential to accommodate additional pitches</p> <p>Option B – Do not allocate to accommodate additional pitches (retain designation – see Section 2, GT/DHW2)</p>		
Preferred option		
<p>Allocate as a Gypsy and Traveller site with potential to accommodate additional pitches</p>		
Comments		

Between 2012 and 2027 there is a need for 37 Gypsy and Traveller pitches across the Borough with 24 required in the first 5 years (2012-2017).

This site already accommodates 2 permanent pitches and the owner has indicated he is interested in providing a further 3 pitches to accommodate his family's needs. Given the size of the site it may be possible to deliver more pitches in agreement with the owner.

Given that it is an existing site with potential capacity for expansion is considered reasonable to allocate it as a Gypsy and Traveller site with potential to accommodate additional pitches. The land will be allocated in accordance with the Government's Planning Policy for traveller sites.

Development considerations

- Impact of any development on the surrounding Green Belt
- Take account of Government Good Practice Guidance on Designing Gypsy and Traveller sites²⁴

What you have told us so far

Whilst the community workshop did not identify any suitable sites for new Gypsy and traveller sites in the area, the potential for intensifying/improving provision on established sites at Woodstock Lane was discussed at the Claygate community workshop.

24.[Designing Gypsy and Traveller Sites, Communities and Local Government (2008) – www.communities.gov.uk]

Other possible sites

Land rear of 74-128 Speer Road, Thames Ditton

Ref	Size (ha)	Current use	Planning constraints
DEV/DHW18	0.50	Open space	Proposed as open space, Tree Preservation Orders, Flood Zone 2 and 3

The site has been promoted by the landowners and has been included within the Strategic Housing and Employment Land Availability Assessment.

Commentary

This irregular shaped site is located in the northern corner of the Old Pauline's sports grounds, where the land narrows to the junction of Speer Road and Summer Road. The area is generally poor quality with limited access and does not form a key part of the main sports ground. A key policy consideration would be the loss of open space, which under the Government's planning framework is protected unless it can be shown that the site is surplus to requirements, it can be replaced or the development is for alternative sports or recreation provision that outweighs the loss. Vehicular access to the site would be via an existing access, which could also improve access to the garages to the rear of existing properties on Speer Road. There are a number of Tree Preservation Orders on site and these will require detailed consideration. In general, given the site's shape and sensitive location, appropriate design will be paramount to the successful delivery of any residential scheme. The promoter of the site has suggested a possible scheme of 25 terraced houses. Given the constraints identified above and the site's proximity to maisonettes along Speer Road, a flatted development may, in principle, be more suitable at this location. Whilst one group at the community workshop were unanimous in considering that any development here was wholly inappropriate, there were a few in the other group who considered that this may be worth some consideration.

Hampton Court Estate, Summer Road, Thames Ditton

Ref	Size (ha)	Current use	Planning constraints
DEV/DHW19	1.0	Commercial Units	Flood Zone 2

A pre application enquiry was submitted in March 2011 for the demolition of the existing commercial buildings and the redevelopment of the site to provide a 90-bedroom hotel and 85 residential apartments. A total of 120 parking spaces were also proposed for both uses. It has been included within the Strategic Housing and Employment Land Availability Assessment

Commentary

This existing employment site forms a linear plot between the railway line and Hampton Court Station immediately to the east and Hampton Court Way immediately to the west, with access from Summer Road. The existing commercial buildings on site extend to one and two storeys. Located near Hampton Court Station and Bridge Road local centre, this site is very sustainable and could in principle be suitable for housing or a mixed use development. However, full justification for any proposed change of use from employment land to another use would be required. Despite community opinion that the site should be designated as Strategic Employment Land, the site is too limited in size and capacity to warrant such a designation. Any future design and landscaping treatment should reflect proximity to Hampton Court and reflect the setting of the Conservation Area.

Builder's Yard, Station Approach, Hinchley Wood

Ref	Size (ha)	Current use	Planning constraints
DEV/DHW17	0.6	Builders yard	Proposed as open space, Tree Preservation Orders, Flood Zone 2 and 3

The site has been included within the Strategic Housing and Employment Land Availability Assessment

Commentary

The site contains a well-established local build centre and tool hire business. A large proportion of the site contains open storage for the building materials and loading/parking area. To the west of the site lies the rail line and Hinchley Wood train station. To the south lies Hinchley Wood local parade of shops. Residential dwellings are located to the east of the site and flats to the north at Gibson Court. It is in a highly sustainable location being just a few metres from Hinchley Wood train station and the local parade of shops. Given the nature of the surrounding areas, the site would be suitable for a relatively high-density residential development provided there is adequate justification for the loss of the employment land. Consideration would need to be given to noise pollution from the railway line together with the potential to provide additional short-term parking to support the adjoining shopping parade. Some support was expressed for the consideration of development on this site at the community workshop.

5 Priorities for investment

5.1 Outlined below are the priorities for investment in infrastructure within the settlement area to address the increasing population resulting from further development. Whilst these were originally outlined in the Core Strategy (see Section 1) it was acknowledged that these will change over time and this section provides an update to this. Any improvements made will depend on the resources available to deliver these improvements. Set out below are the priorities for improvement that will provide a framework for allocating a range of funds aimed at addressing the impacts of new development such as the Community Infrastructure Levy and the New Homes Bonus. This information will continue to be reviewed and updated regularly through the Infrastructure Delivery Plan to prioritise spend.

Education

5.2 It is expected that demand for school places in the Thames Ditton, Long Ditton, Hinchley Wood and Weston Green area will increase due to both new development and the changing demographics in the Borough. It is projected that over the next ten years up to 1-2 forms of entry will be required at primary level. Working with Surrey County Council, we have explored options as to where investment could take place in schools in the Thames Ditton, Long Ditton, Hinchley Wood and Weston Green area to meet the growing demand for school places.

5.3 Our preferred option is to identify those educational establishments where there is capacity for permanent expansion to accommodate an increase in pupil numbers as 'Education Opportunity Areas'. This will ensure that such sites are safeguarded to ensure that sufficient land is available to accommodate future need. Assessments of capacity are based on the findings of the Education Provision Assessment²⁵ that was prepared in partnership with Surrey County Council or on additional evidence provided. **The aim of this Settlement ID Plan is to only identify where there is physical capacity for expansion. It is the responsibility of Surrey County Council and local schools to agree the nature of provision (such as the balance between infant, junior and primary schools) and whether that provision addresses other factors such the preferences expressed by parents and the geographic spread of demand across an area.**

Option A – Allocate existing schools sites²⁶ for potential expansion to accommodate an increase in pupil numbers

Option B – Do not allocate existing school sites for expansion

25.[Education Provision Assessment – www.elmbridge.gov.uk/planning]

26.[Including sites formerly in education use]

Preferred Option: Allocate existing schools for potential expansion to accommodate an increase in pupil numbers

Commentary: The preferred option will ensure that the schools identified are safeguarded for education expansion to ensure that sufficient land is available to accommodate future need.

5.4 Whilst initial work undertaken in preparing the Education Provision Assessment identified some limited capacity for expansion at both Thames Ditton Infant School and Junior School, further work by the County Council has revealed that expansion is unlikely to be possible due to the confined nature of these sites. However, education provision for Thames Ditton, Long Ditton, Hinchley Wood and Weston Green is considered alongside Claygate and Esher, with capacity of all the schools in these areas being assessed when deciding how additional demand can be accommodated. The potential for schools to expand in these areas are outlined in the relevant ID Plan²⁷

Transport and Highways improvements

5.5 Transport studies have shown that there are a number of areas that should be the focus of future investment in order to address the impacts of development growth within the area. It is not expected that significant highways improvements will be required for the area with studies indicating that there is unlikely to be significant additional impacts created by new development in the settlement area. However, the community have identified options that they believe could address some of the local concerns regarding transport and highways:

- Improve cycle and pedestrian routes in the settlement area – in particular safe cycle routes to schools.
- Provide safe crossings at all schools in the settlement area.
- Examine the potential to increase the frequency of bus services.
- Improve parking provision for Hinchley Wood Local Shopping Centre.

Workshop feedback

5.6 In addition, discussions at the workshop raised a number of areas where it was considered important to focus future investment.

²⁷. [Also see Esher and Claygate ID Plans]

- Emberbrook/Giggs Hill Surgery would benefit from improved facilities, including parking. However it was recognised that an increase in parking places would be difficult to provide.
- Improvements to public transport including more frequent bus services and improved cycling facilities.
- Invest in Hinchley Wood drainage system through improved maintenance.