

# Spelthorne Local Plan

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## PREFERRED OPTIONS CONSULTATION

### SITE ALLOCATIONS



Spelthorne Takes Shape

November 2019



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## Introduction

Sites identified for allocation will support the vision and objectives of the Local Plan. The Site Allocations document identifies key strategic sites for development across the Borough.

All sites have been assessed through a robust site selection process and Sustainability Appraisal to determine which are the most suitable. A summary of the process is available in Figure 1.

Through the site selection process a range of alternative sites have been considered with the aim of identifying those that have the least adverse impacts, meet the objectives of the Plan and are the most suitable. The preferred allocations are considered to offer the best opportunity to meet the spatial strategy and to achieve sustainable development.

The National Planning Policy Framework (NPPF) 2019 requires Local Plans to be justified and use an appropriate strategy, which takes into account reasonable alternatives, and are based on proportionate evidence. As part of the preparation for the Preferred Options stage of the Local Plan, the Council has considered an extensive number of alternative sites to meet the Plan objectives and deliver the strategy. The detailed assessments of the alternatives reviewed will be made available as part of the Preferred Options consultation.

The inclusion of a site as an allocation does not remove the need for planning permission; nor does it guarantee that planning permission will be granted. The identification of a site as an allocation identifies the principle of development and uses.

All sites identified for development in the Green Belt were assessed as it is only through the Local Plan that amendments to the Green Belt boundary can be made. This is in line with paragraph 136 of the NPPF, 2019 which states that “Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified, through the preparation or updating of plans”. The Strategic Land Availability Assessment 2019 produced by the Council indicates that Spelthorne is unable to meet its development needs in the urban area alone. As such, Green Belt release is likely to be required to meet this shortfall. There was no set threshold when assessing Green Belt sites for this reason, however a threshold of 10+ units was employed for sites in the urban area. This reflects the definition of Major Development. More information is available in the Site Selection Methodology<sup>1</sup>.

The site allocations identified in the Local Plan will not be an exhaustive list of sites with development potential within the Borough. In addition to this, an ongoing supply of smaller and windfall sites is expected to continue to come forward throughout the plan period. Decisions on such sites will be made using the strategy and policies in the Local Plan.

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<sup>1</sup> [https://www.spelthorne.gov.uk/media/20058/Site-Selection-Methodology-February-2019/pdf/Site\\_Selection\\_Methodology\\_-\\_February\\_2019.pdf?m=636872898829130000](https://www.spelthorne.gov.uk/media/20058/Site-Selection-Methodology-February-2019/pdf/Site_Selection_Methodology_-_February_2019.pdf?m=636872898829130000)

## Summary of Supply in Spelthorne

Spelthorne has an annual requirement for 603 homes per annum, which has been determined using the Government's standard methodology for calculating local housing need (LHN). The methodology uses the official 2014 household projections with an uplift to take account of local affordability.

The Council has produced a Strategic Land Availability Assessment (SLAA) to identify which parcels of land in the urban area could help to meet development needs and has also undertaken a Green Belt Assessment to determine which areas are weakly performing and could be released from the Green Belt. These evidence base documents have informed the sites identified for potential allocation in the Local Plan.

Not all sites identified in the SLAA have been allocated in the Local Plan due to their non-strategic nature and the lack of benefits identified from an allocation. As such they are expected to be delivered as windfall development. In addition, an allowance for small sites and office to residential permitted development has been identified based on past trends. Sites under construction as of 1 April 2019 are included within the supply, with a 16 year period accounted for from 2019 to 2035.

It is anticipated that the residual need will be addressed through the Staines Masterplan. This is in the early stages of development and figures will be updated once this work progresses.

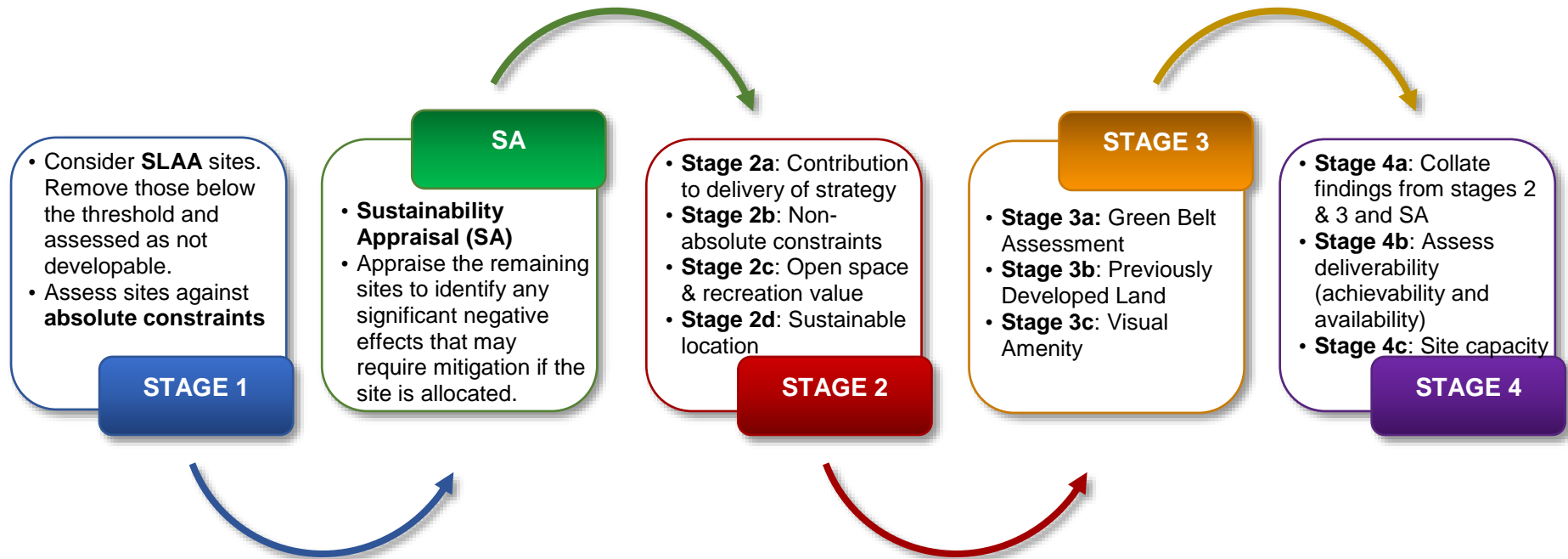
Source	Approx. number of units	Comments
<b>Allocations</b>		1649 in Green Belt 2671 in Urban area
<b>SLAA sites (&gt; 5 units)</b>	1897**	5% under-delivery discount applied
<b>Windfall: small sites</b>	592	37 per annum x 16 years
<b>Windfall: office to residential permitted development</b>	301	37 per annum in 6-10 years 19 per annum in 11-16 years
<b>Under construction</b>	1012	As of 1 April 2019
<b>Staines opportunity area</b>	1600	Dependent upon delivery of Staines Masterplan Approx. 100 units per annum
<b>Total</b>	<b>9722</b>	
<b>Average per annum</b>	<b>608</b>	

\* No under-delivery discount applied as dependent upon further discussions with landowners on availability and deliverability. Yields identified in the Allocations Document supersede that identified in the SLAA for allocated sites.

\*\* Excluding sites identified for allocation in the Local Plan



**Figure 1: Site Selection Methodology Summary**



## 1. List of Preferred Site Allocations

The preferred allocations are listed in the table below. Summary assessments of each site are set out in Chapter 2. Sites located in the **Green Belt** are depicted in **bold**.

In total 19 Green Belt sites have been identified for potential release, equating to approximately 53 hectares. This is equivalent to 1.6% of the Borough's total Green Belt. These sites will provide approximately 1649 units.

34 sites in the urban area have been identified for potential allocation. These sites will provide approximately 2671 units.

Site ID	Site	Town	Net number of homes (approx.) over the plan period	Net commercial (sqm)	Requirements
<b>AE1/003</b>	<b>Land at Ashford Manor Golf Club, Fordbridge Road</b>	<b>Ashford</b>	<b>31</b>		
AE3/006	158-166 Feltham Road	Ashford	72		
<b>AE3/009</b>	<b>Land at Chattern Hill</b>	<b>Ashford</b>	<b>58</b>		
AS1/003	Staines Fire Station, Town Lane	Stanwell	30		The site is available now the new Fordbridge fire station on Kingston Road (A308) is operational.
<b>AS2/005</b>	<b>Land west of Edward Way</b>	<b>Ashford</b>	<b>15 &amp; 15 travelling showpeople pitches</b>		
AT1/001	Hitchcock and King, Stanwell Road	Ashford	200		
<b>AT1/002</b>	<b>Land east of Ashford Sports Club, Woodthorpe Road</b>	<b>Ashford</b>	<b>52</b>		

Site ID	Site	Town	Net number of homes (approx.) over the plan period	Net commercial (sqm)	Requirements
AT3/007	Ashford Multi-storey car park, Church Road	Ashford	50		
AT3/009	Ashford Telephone Exchange, Church Road	Ashford	20		Development is dependent upon service re-provision or existing uses being condensed.
<b>HS1/002</b>	<b>Land at Croysdale Avenue</b>	<b>Sunbury</b>	<b>65</b>		
<b>HS1/010</b>	<b>Land to South and West of Stratton Road</b>	<b>Sunbury</b>	<b>260</b>		
<b>HS1/012</b>	<b>Land East of Upper Halliford, Nursery Road</b>	<b>Sunbury</b>	<b>80</b>		
<b>HS2/004</b>	<b>Land south of Nursery Road</b>	<b>Sunbury</b>	<b>41</b>		
<b>LS1/006 &amp; LS1/007</b>	<b>Land at Windmill Close and Land to South of Ashford Common Water Treatment Works, Charlton Road</b>	<b>Sunbury</b> <b>Shepperton</b>	<b>15 G&amp;T pitches</b> <b>250</b>		<b>The two sites have the same landowner and are allocated in combination.</b>
<b>LS1/020</b>	<b>Land north of Charlton Road</b>	<b>Shepperton</b>	<b>135</b>		<b>Review of the junction arrangements with Charlton Lane.</b>
<b>RL1/007</b>	<b>Land off Worple Road, Worple Road</b>	<b>Staines</b>	<b>256</b>		
<b>RL1/010</b>	<b>Part of Greenfield recreation ground, Berryscroft Road and Bingham Drive</b>	<b>Staines</b>	<b>100</b>		<b>Part of the site could be used for housing and the recreation ground upgraded to include play facilities.</b>

Site ID	Site	Town	Net number of homes (approx.) over the plan period	Net commercial (sqm)	Requirements
RL1/011	Land at Staines and Laleham Sports Club, Worples Road	Staines	40		Redevelopment subject to re-provision of improved sports club, funded by housing development.
SC1/002	115 Staines Road West	Sunbury	15		
SC1/003	147 Staines Road West	Sunbury	15		
SC1/004	Sunbury Fire Station, Staines Road West	Sunbury	27		The site is available now the new Fordbridge fire station on Kingston Road (A308) is operational.
SC1/005	Sunbury Cross Ex Services Association Club, Crossways	Sunbury	30		Noise attenuation measures.
SC1/013	RMG Warehouse & Delivery Office, 47-79 Staines Road West	Sunbury	22		Subject to ensuring rear access road is maintained. Subject to service re-provision or existing uses being condensed.
SE1/003	77 Staines Road East	Sunbury	45		
SE1/008	Telephone Exchange, Green Street	Sunbury	14		Development is dependent upon service re-provision or existing uses being condensed.
SE1/019	Sunbury Social Services Centre, 108 Vicarage Road	Sunbury	11		Subject to service re-provision or existing uses being condensed.
SE1/020	Sunbury Adult Education Centre, The Avenue	Sunbury	24		Subject to service re-provision or existing uses being condensed.

Site ID	Site	Town	Net number of homes (approx.) over the plan period	Net commercial (sqm)	Requirements
SE1/024	Annandale House, 1, Hanworth Road	Sunbury	50	4,000	
<b>SH1/005</b>	<b>Staines Road Farm (Eastern Site), Laleham Road</b>	<b>Shepperton</b>	<b>200</b>		<b>Provision/improvement of acoustic measures</b>
SH1/010	Shepperton Library, High Street	Shepperton	10		Subject to service re-provision or existing uses being condensed.
SH1/015	Shepperton Youth Centre, Laleham Road	Shepperton	24		Subject to service re-provision or existing uses being condensed.
SH2/003	Shepperton Delivery Office, 47 High Street	Shepperton	20		Subject to service re-provision or existing uses being condensed.
<b>SN1/005</b>	<b>Land at Northumberland Close</b>	<b>Stanwell</b>		<b>2,000</b>	
<b>SN1/006</b>	<b>Land to the west of Long Lane and South of Blackburn Trading Estate, Long Lane</b>	<b>Stanwell</b>		<b>14,500</b>	
SN1/012	Stanwell Bedsits, De Havilland Way	Stanwell	100		Net gain 100 units (totalling 400 gross) with existing land use made more efficient.
<b>SN1/015</b>	<b>Land to the west of Town Lane</b>	<b>Stanwell</b>	<b>5-8 G&amp;T pitches</b>		

Site ID	Site	Town	Net number of homes (approx.) over the plan period	Net commercial (sqm)	Requirements
<b>SS1/002</b>	<b>White House, Kingston Road<sup>2</sup></b>	<b>Ashford</b>	<b>28</b>		
ST1/028	Leacroft Centre, Leacroft	Staines	17		Part of Surrey CC service review. Services will be expected to be provided within a suitable proximity of existing.
ST1/029	Surrey CC Buildings, Burges Way	Staines	30		Part of Surrey CC service review. Services will be expected to be provided within a suitable proximity of existing.
ST1/030	Fairways Day Centre, Knowle Green	Staines	30		Part of Surrey CC service review. Services will be expected to be provided within a suitable proximity of existing.
ST1/031	Thameside Arts Centre, Wyatt Road	Staines	19		Part of Surrey CC service review. Services will be expected to be provided within a suitable proximity of existing.
ST1/037	Thameside House, South Street	Staines	120		
ST2/006	Builders Yard, Gresham Road	Staines	100		

<sup>2</sup> Partly within the Green Belt.

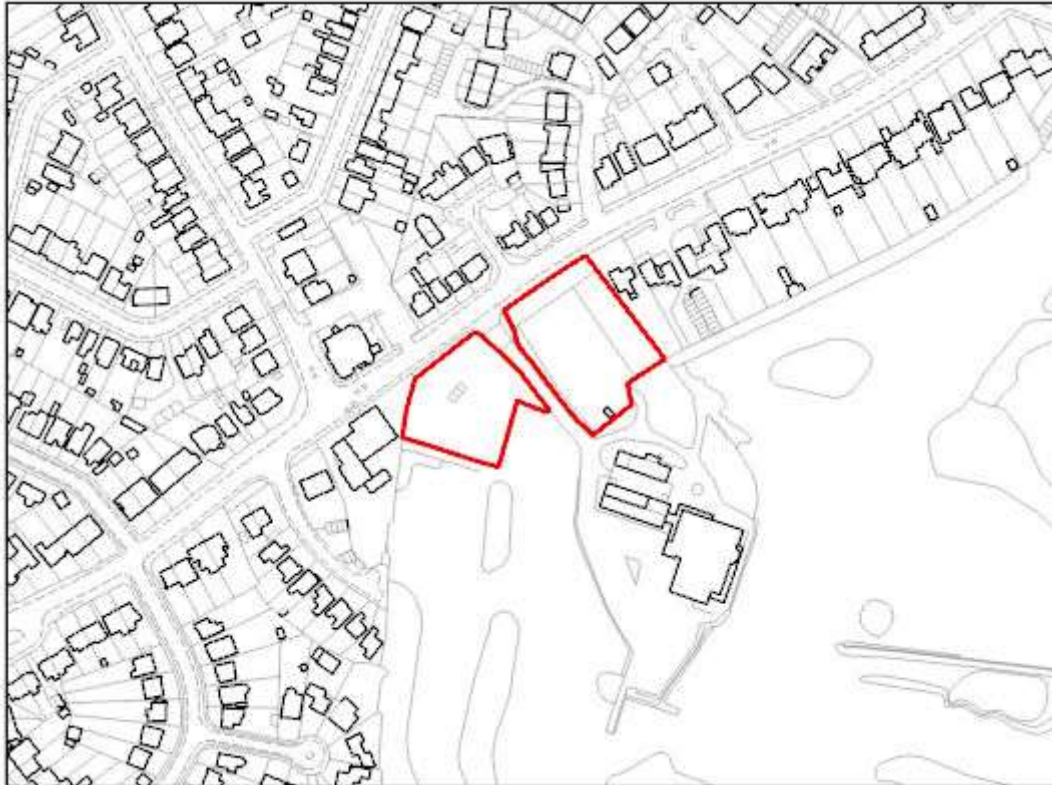
Site ID	Site	Town	Net number of homes (approx.) over the plan period	Net commercial (sqm)	Requirements
ST3/004	34-36 (OAST House) /Car park, Kingston Road	Staines	180		
ST3/012	Staines Telephone Exchange, Fairfield Avenue	Staines	165		Development is dependent upon service re-provision or existing uses being condensed.
ST4/001	Builders Yard, Moor Lane	Staines	36		
ST4/002	Car Park, Hanover House & Sea Cadet Building, Bridge Street	Staines	75		Sea Cadets have been relocated.
ST4/004	96-104 Church Street	Staines	55		
ST4/009	The Elmsleigh Centre and adjoining land, South Street	Staines	650		
ST4/010	Riverside Surface Carpark, Thames Street	Staines	100		
ST4/011	Thames Lodge, Thames Street	Staines	65		
ST4/019	Debenhams site, 35-45, High Street	Staines	250		

## **2. Summary Site Assessments**

Summary site assessments are set out in the following section. More in depth information is available within the detailed individual site assessment forms for each site, which are available from the Council.



<b>Site ID</b>	AE1/003	<b>Site Name</b>	Land at Ashford Manor Golf Club, Ashford
<b>Area (ha)</b>	0.56	<b>Location</b>	Green Belt
<b>Density</b>	35-55 dph	<b>Approximate number of dwellings</b>	19-31 dwellings
<b>Requirements</b>			



#### **Summary of officer conclusions**

The site currently comprises a small area of Ashford Manor Golf Course used for parking and greens keeper storage.

The site could make a contribution to meeting the Borough's housing requirement. The site is weakly performing Green Belt with limited value. The site is within a reasonably sustainable location, in close proximity to the urban area with local services largely within walking distance. If developed mature trees onsite should be maintained to screen development from the road.

The site is considered suitable for residential use. If the site were to accommodate development at a density similar to that in the wider area, it could accommodate 19-31 dwellings if developed at 35-55 dph.

<b>Site ID</b>	AE3/006	<b>Site Name</b>	158-166 Feltham Road, Ashford
<b>Area (ha)</b>	1.3	<b>Location</b>	Urban
<b>Density</b>	35-55 dph	<b>Approximate number of dwellings</b>	46-72 dwellings
<b>Requirements</b>			



#### Summary of officer conclusions

The site is located within the urban area and its current commercial use is not considered to be well located, with residential uses surrounding it. The site is in reasonably close proximity to local services and contributes moderately to the spatial strategy. Development of the site generally performed well against the Sustainability Appraisal objectives although an alternative employment site would need to be identified to avoid negative economic impacts. The site is considered suitable for development and could accommodate reasonably high densities. The site was previously allocated for development in the 2009 Core Strategy and Policies DPD however was not developed within the 2014-2019 proposed timescale.

The site is considered suitable for residential use and could accommodate 46-72 units if developed at 35-55 dph.

<b>Site ID</b>	AE3/009	<b>Site Name</b>	Land at Chattern Hill, Ashford
<b>Area (ha)</b>	1.67	<b>Location</b>	Green Belt
<b>Density</b>	35 dph	<b>Approximate number of dwellings</b>	58 dwellings

#### Requirements



#### Summary of officer conclusions

The site is considered appropriate to consider further due to its contribution to the strategy; lack of overriding constraints; limited landscape value, although there would be a loss of visual amenity for surrounding properties; the recommendations of the Stage 2 Green Belt Assessment which concluded it could be released without harming the integrity of the Green Belt; the context of the site in proximity to other residential development; and the sustainability of the site. Whilst developing the site scored negative impacts against many of the environmental objectives in the Sustainability Appraisal, this is because it is undeveloped open land. The benefits in contributing to a key aim of the spatial strategy to deliver housing, especially affordable, is an important factor in evaluating the SA scoring. Further consideration is required to consider how the adjacent boundaries could be strengthened to ensure they are defensible.

The site would lend itself to a residential use with a similar pattern of development to properties to the east.

If developed at 35 dph the site could accommodate 58 units.



<b>Site ID</b>	AS1/003	<b>Site Name</b>	Staines Fire Station, Town Lane, Ashford
<b>Area (ha)</b>	0.33	<b>Location</b>	Urban
<b>Density</b>	75-100 dph	<b>Approximate number of dwellings</b>	23-30 dwellings
<b>Requirements</b>		The site is available now the new Fordbridge Fire Station on Kingston Road (A308) is operational.	



#### Summary of officer conclusions

The site is located within the urban area and is deemed suitable for development. The site is in close proximity to existing residential development and could potentially accommodate housing now that the previous fire station use has been relocated. The site generally performs positively in the Sustainability Appraisal with positive impacts on social, economic and some environmental objectives. Negative impacts identified in the SA could be mitigated.

The site could accommodate residential use. The site is available now the new Fordbridge fire station on Kingston Road (A308) is operational.

Development at West Plaza to the east is at 178 dph (152 units). As such, higher density development may be appropriate on site, therefore if a density of 75-100 dwellings per hectare is assumed, the site could accommodate 23-30 units.

<b>Site ID</b>	AS2/005	<b>Site Name</b>	Land west of Edward Way, Ashford
<b>Area (ha)</b>	1.88	<b>Location</b>	Green Belt
<b>Density</b>	35-55dph	<b>Approximate number of dwellings</b>	15 travelling showpeople pitches & 15 residential dwellings
<b>Requirements</b>		Suitable access to A30 with agreement from Highways England.	



#### Summary of officer conclusions

The site is located at the edge of the Ashford urban area. The site is within Green Belt and is occupied by an open grazing field. It is however adjacent to built form and therefore possesses a semi-urban character, with several urban influences present nearby. The site is not considered to make an important contribution to the wider strategic Green Belt and is weakly performing.

There are a lack of overriding constraints; limited landscape value; the site is in close proximity to other residential development; and the reasonable sustainability of the site mean it could accommodate development. Whilst developing the site scored negatively against many of the environmental objectives in the Sustainability Appraisal, this is because it is undeveloped open land. The benefits in contributing to a key aim of the spatial strategy to deliver housing, especially for specific needs, is an important factor in weighing the SA scoring.

The site would provide the opportunity to meet the specific needs of the community through the provision of dwellings and travelling showpeople pitches.

The site could be able to accommodate a mix of residential dwellings (15) and travelling showpeople pitches (15)

<b>Site ID</b>	AT1/001	<b>Site Name</b>	Hitchcock & King, Stanwell Road, Ashford
<b>Area (ha)</b>	1.57	<b>Location</b>	Urban
<b>Density</b>	127 dph	<b>Approximate number of dwellings</b>	200 dwellings

#### Requirements



#### Summary of officer conclusions

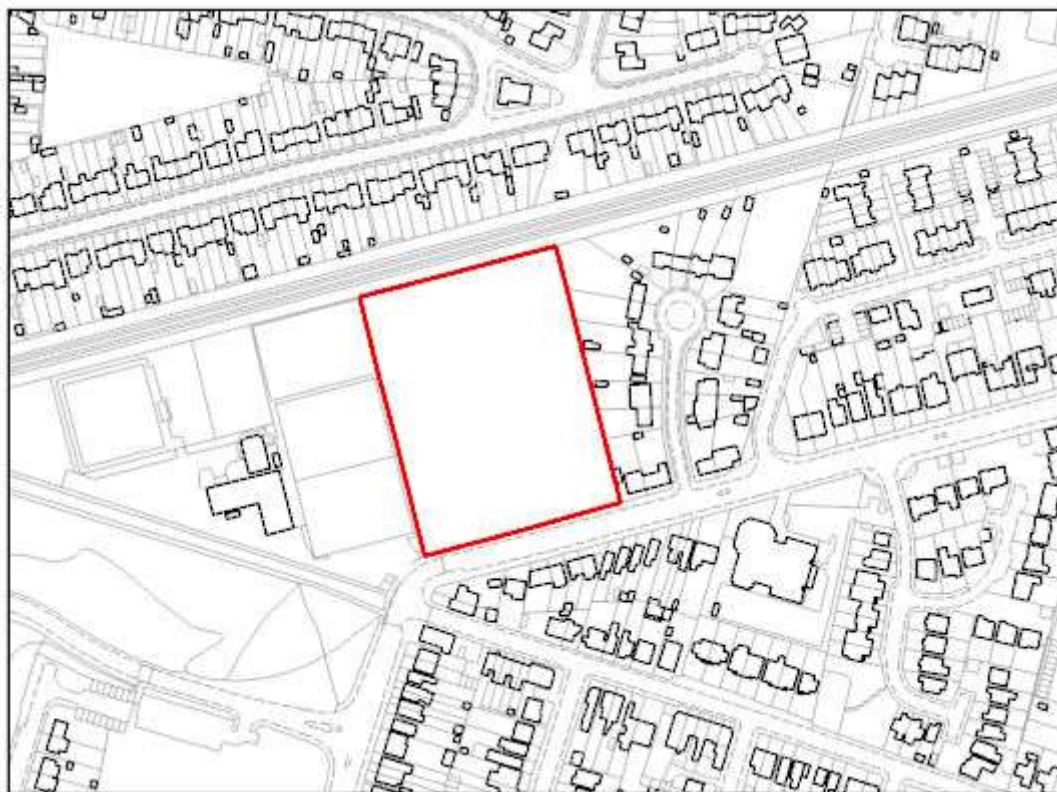
The site is located within the urban area and its current commercial use is not considered to be well located, with residential uses nearby. The site does not make an efficient use of a highly sustainable site in close proximity to local services and public transport. The site generally performs well against Sustainability Appraisal objectives however mitigation measures are required to offset negative economic, noise and water impacts. The site is considered suitable for development and could accommodate high density development.

The site could accommodate residential use.

Given the highly sustainable location and a lack of constraints, there is potential for a high density scheme. It is considered that a flatted development in the order of 200 units could be delivered on this site.



<b>Site ID</b>	AT1/002	<b>Site Name</b>	Land to the east of Ashford Sports Club, Woodthorpe Road, Ashford
<b>Area (ha)</b>	1.15	<b>Location</b>	Green Belt
<b>Density</b>	35-55 dph	<b>Approximate number of dwellings</b>	40-63 dwellings
<b>Requirements</b>			



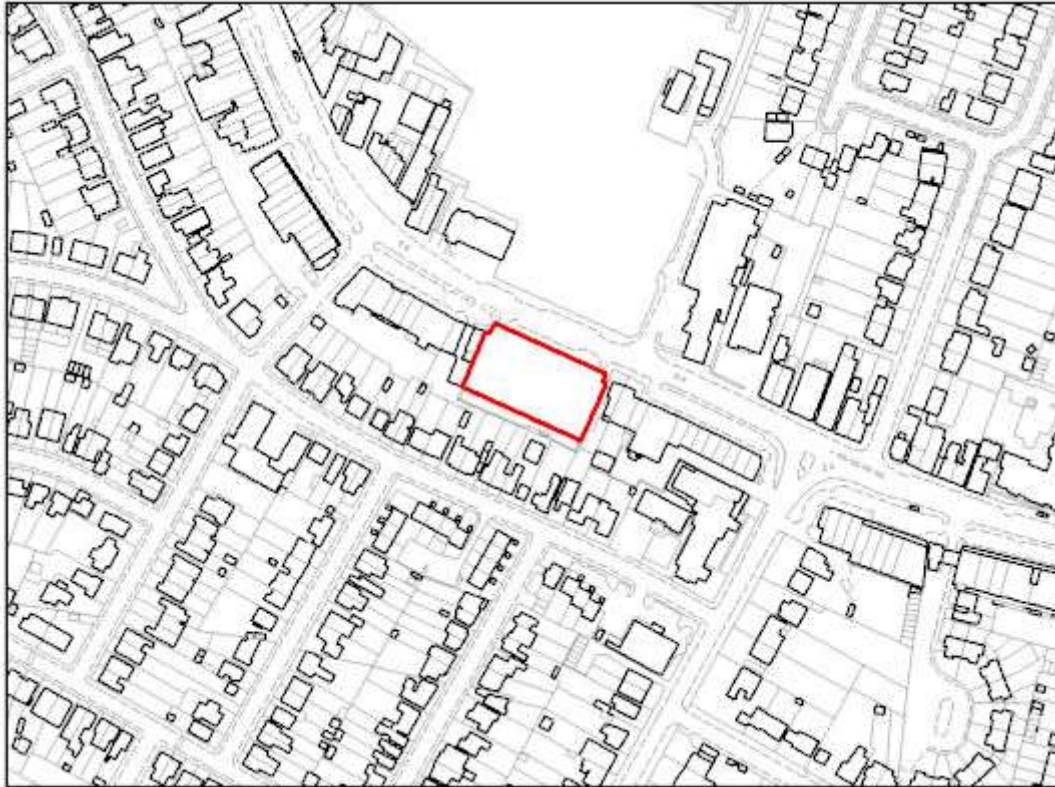
#### Summary of officer conclusions

The site is considered appropriate to take forward due to its contribution to the strategy; lack of overriding constraints; limited landscape value; the recommendations of the Stage 2 Green Belt Assessment, which concluded it could be released without harming the integrity of the Green Belt; the context of the site in proximity to other residential development; and the sustainability of the site. Whilst developing the site scored negative impacts against many of the environmental objectives in the Sustainability Appraisal, this is because it is undeveloped open land. The benefits in contributing to a key aim of the spatial strategy to deliver housing, especially affordable and/or for specific needs, is an important factor in weighing the SA scoring.

The site would lend itself to a residential use and could include sheltered housing for the elderly if such a use were supported by evidence of need.

A density of around 35-55dph would yield appx 40-63 units.

<b>Site ID</b>	AT3/007	<b>Site Name</b>	Ashford Multi-storey Carpark, Church Road, Ashford
<b>Area (ha)</b>	0.2	<b>Location</b>	Urban
<b>Density</b>	250 dph	<b>Approximate number of dwellings</b>	50 dwellings
<b>Requirements</b>			



#### Summary of officer conclusions

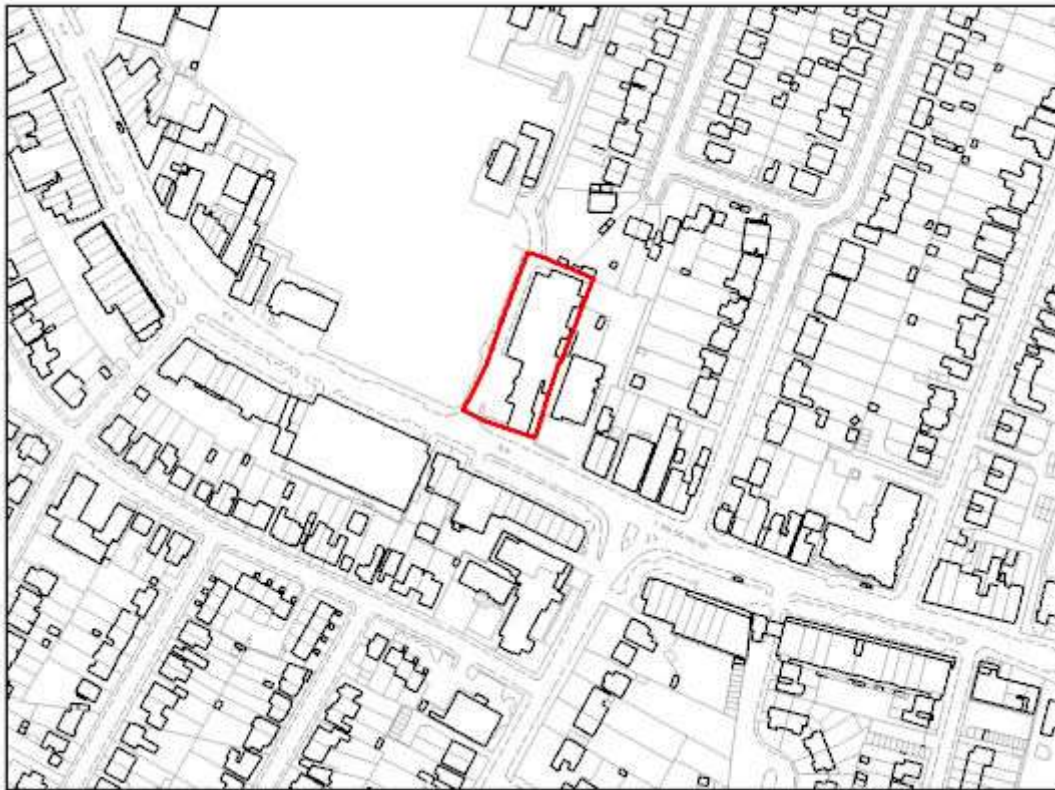
The site is considered appropriate to take forward due to its contribution to the strategy; lack of overriding constraints; the context of the site in proximity to other residential development; and the sustainability of the site. The site either performed well in the Sustainability Appraisal or was considered to have a neutral impact due to the existing use.

The site would lend itself to a residential use with potential retail use on the ground floor. Possible that existing car parking provision will need to be re-provided elsewhere.

The site opposite will see blocks of flats built up to 5 storeys. There is scope for a higher density scheme on site, yielding up to 50 units.



<b>Site ID</b>	AT3/009	<b>Site Name</b>	Ashford Telephone Exchange, Church Road, Ashford
<b>Area (ha)</b>	0.27	<b>Location</b>	Urban
<b>Density</b>	75 dph	<b>Approximate number of dwellings</b>	20 dwellings
<b>Requirements</b>		Development is dependent upon service re-provision or existing uses being condensed.	



#### Summary of officer conclusions

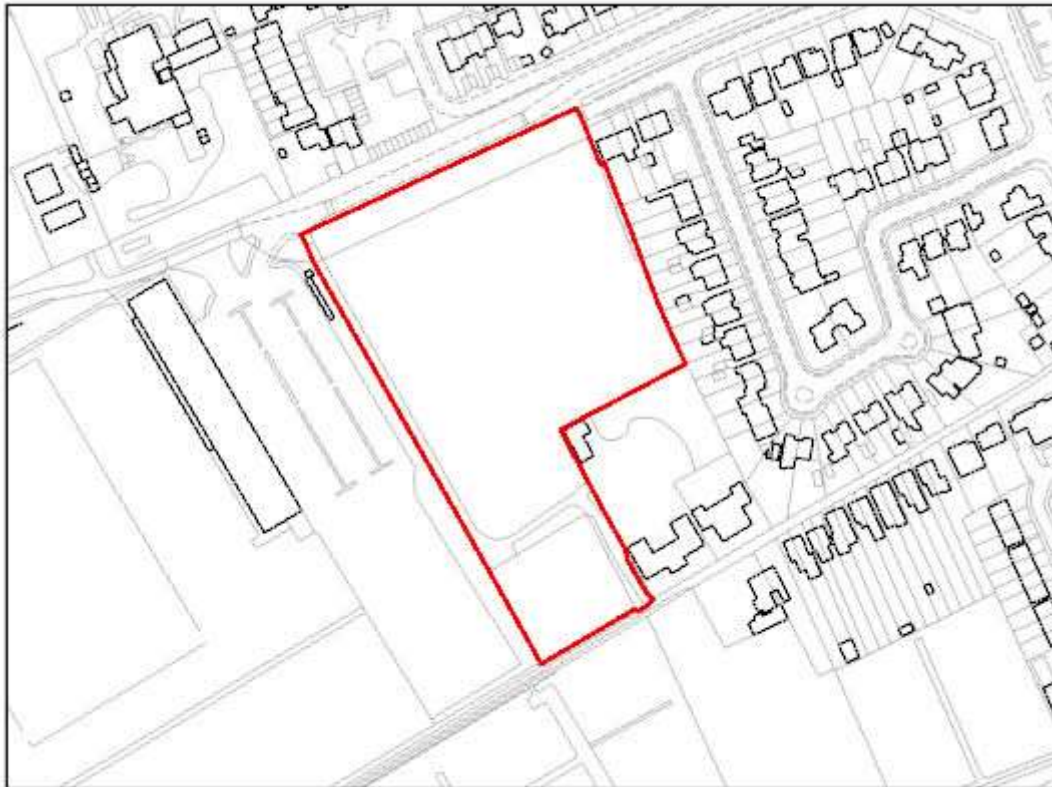
The site is considered appropriate to take forward due to its contribution to the spatial strategy; lack of overriding constraints; the context of the site in proximity to other residential development; and the sustainability of the site. The site either performed well in the Sustainability Appraisal or was considered to have neutral impacts due to the existing use.

The site would lend itself to a residential use with potential retail use on the ground floor.

There is scope for a high density scheme on site, yielding 20 units at 75 dph.

Development is dependent upon service re-provision or existing uses being condensed.

<b>Site ID</b>	HS1/002	<b>Site Name</b>	Land at Croysdale Avenue, Croysdale Avenue, Sunbury
<b>Area (ha)</b>	1.68	<b>Location</b>	Green Belt
<b>Density</b>	39 dph	<b>Approximate number of dwellings</b>	65 dwellings
<b>Requirements</b>			



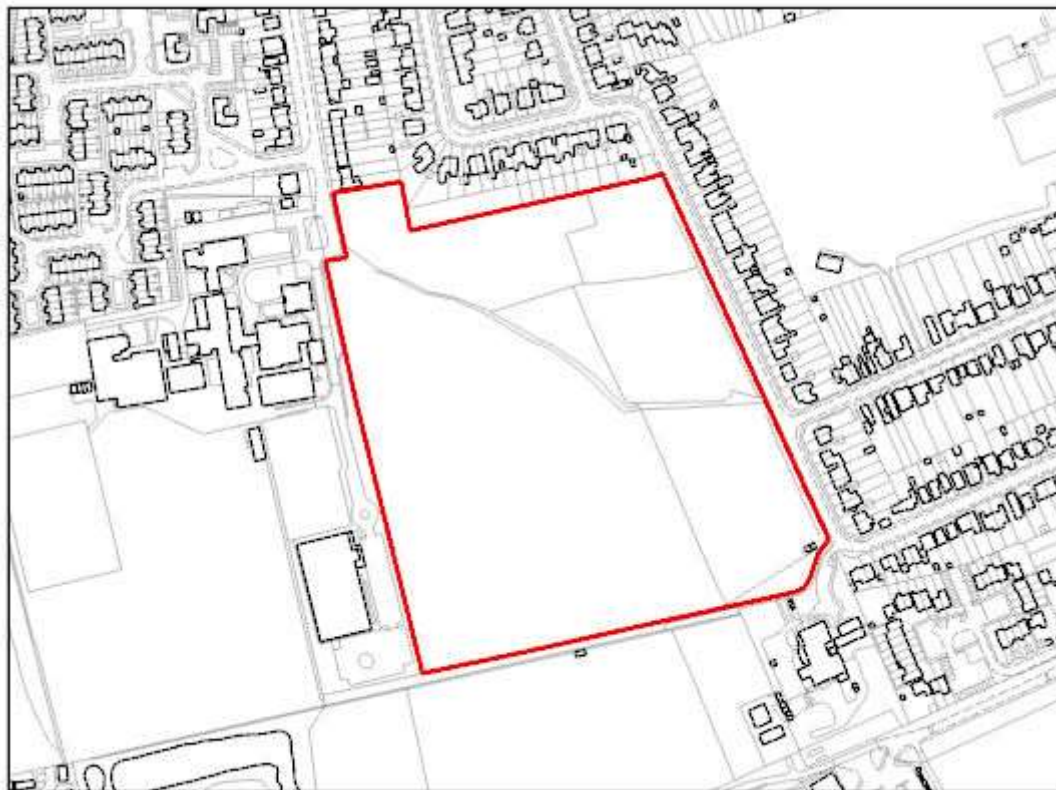
#### Summary of officer conclusions

The site is weakly performing Green Belt therefore could potentially be released to accommodate residential development, including a significant portion of affordable housing. The site performs a moderate visual amenity role due to its overgrown nature and lack of quality. Developing the site performs well against some Sustainability Appraisal objectives however negative impacts are expected on the environment. It is anticipated that these can be mitigated to an acceptable level.

The site is considered potentially suitable for residential use (65 units).

Densities as promoted by the developer would equal 39dph.

<b>Site ID</b>	HS1/010	<b>Site Name</b>	Land to the South and West of Stratton Road, Sunbury
<b>Area (ha)</b>	7.57	<b>Location</b>	Green Belt
<b>Density</b>	30-35 dph	<b>Approximate number of dwellings</b>	230-260 dwellings
<b>Requirements</b>			



#### Summary of officer conclusions

In terms of Green Belt performance, the site is identified as an area for further consideration in combination with a parcel to the north west, through the Green Belt Assessment Stage 2. The sub-area that the site is located within has a strong sense of containment with strong perceptual and visual connections to the adjacent settlement edge. It has limited visual links with the wider countryside to the south, therefore there would be little impact upon the visual openness and rurality of neighbouring sub-areas.

The site is not subject to any major constraints, although it is an area for minerals safeguarding therefore the County Council require consultation.

The Sustainability Appraisal shows that the site would deliver a substantial number of new homes and would provide the opportunity to meet a mix of community needs. The site would however not result in the efficient use of land as it is greenfield. Development would need to improve sustainable transport links and reduce negative impacts on neighbouring development.

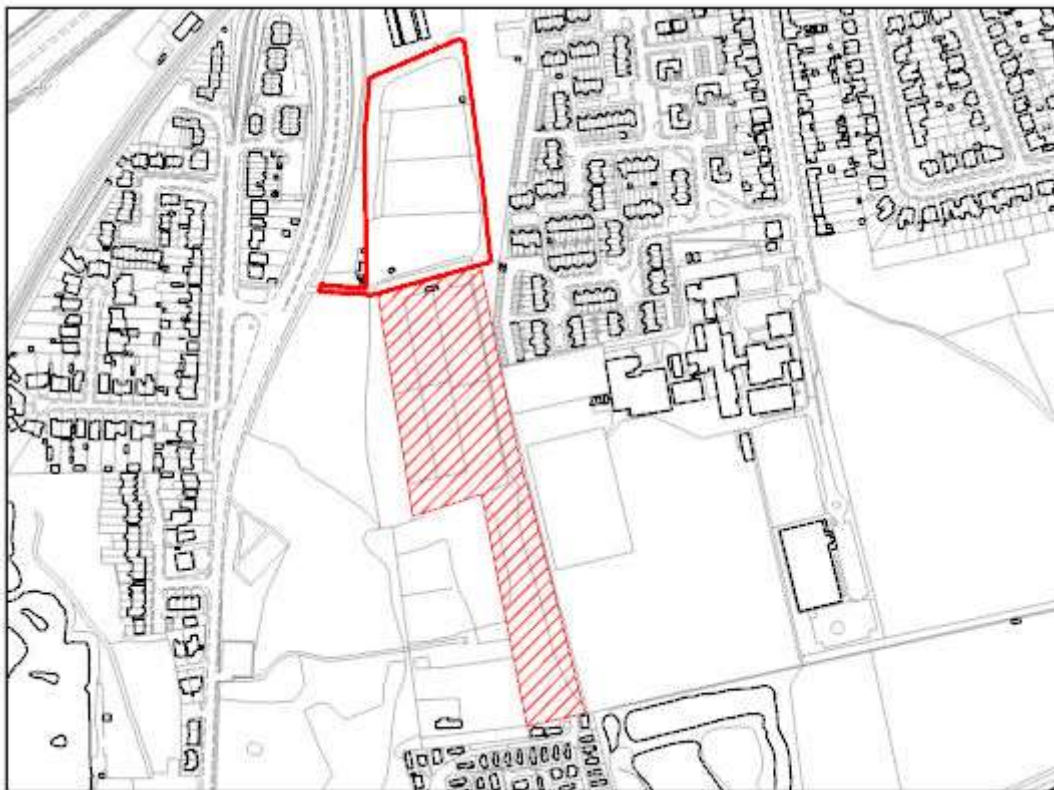
The site contributes towards the spatial strategy as it would help to provide significant housing development and is identified as an area for further consideration through the Green Belt Assessment as it performs a 'less important'

function for the wider strategic Green Belt. The site is considered potentially suitable for residential use.

The site promoter has indicated that the site could accommodate 230-260 units, equating to 30-35 dph.



<b>Site ID</b>	HS1/012	<b>Site Name</b>	Land East of Upper Halliford Road, Nursery Road, Sunbury
<b>Area (ha)</b>	3.93	<b>Location</b>	Green Belt
<b>Density</b>	35-55 dph	<b>Approximate number of dwellings</b>	56-88 dwellings
<b>Requirements</b>			



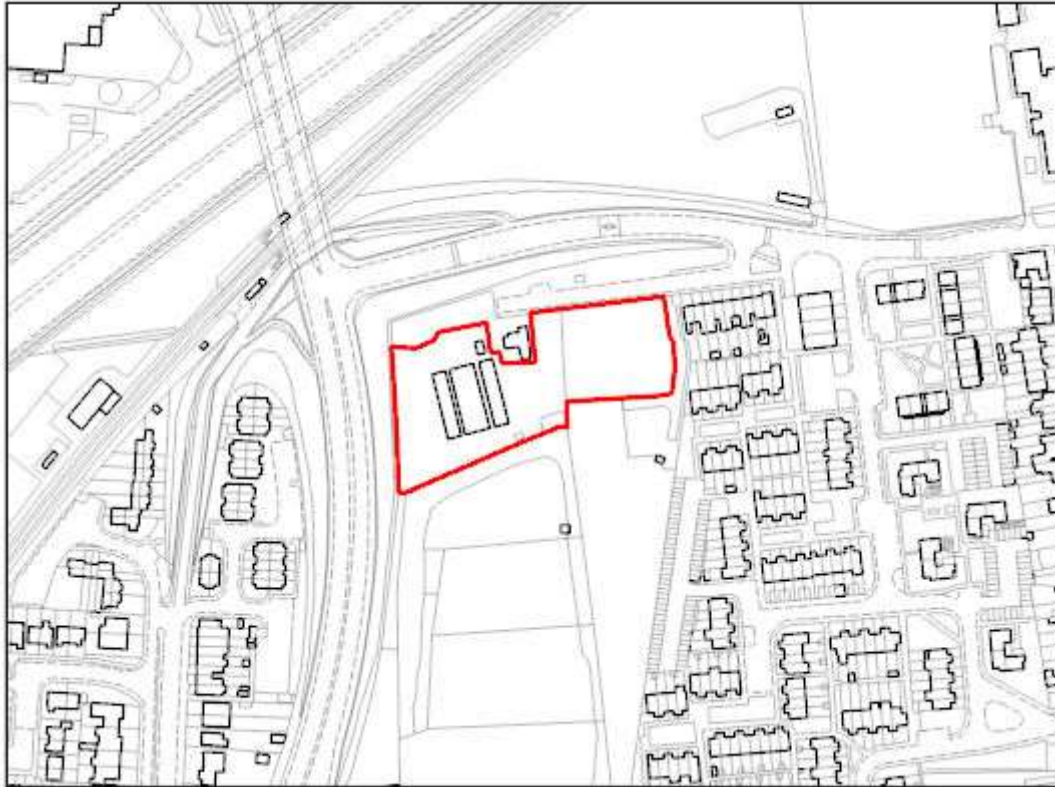
#### Summary of officer conclusions

The site is reasonably sustainably located with few constraints. The site performance in the Green Belt Assessment was mixed, however the northern part of the site has been recommended for further consideration in combination with an area to the north. The southern part of the site (hatched) was identified as strongly performing. Part of the promoted site should therefore be taken forward for further consideration, although this is to be limited to the northern part (red outline). There could be an opportunity to pursue in combination with HS2/004 to the north and produce a holistic scheme. Land to the south not identified for further consideration could be made publicly available for recreation use and retained within the Green Belt. Any release would require the identification of strong and permanent boundaries.

The whole site was promoted for development, however only the northern part of the site (1.6ha) is considered potentially suitable for residential use (pursue red outline area and discount hatched area to reflect the findings of the Green Belt Assessment Stage 2).

Based on this net developable area, the site could accommodate 56-88 units at 35-55 dph.

<b>Site ID</b>	HS2/004	<b>Site Name</b>	Land south of Nursery Road, Sunbury
<b>Area (ha)</b>	0.67	<b>Location</b>	Green Belt
<b>Density</b>	60 dph	<b>Approximate number of dwellings</b>	41 dwellings
<b>Requirements</b>		Subject to a sensitive layout to take account of the specialist care development adjacent	



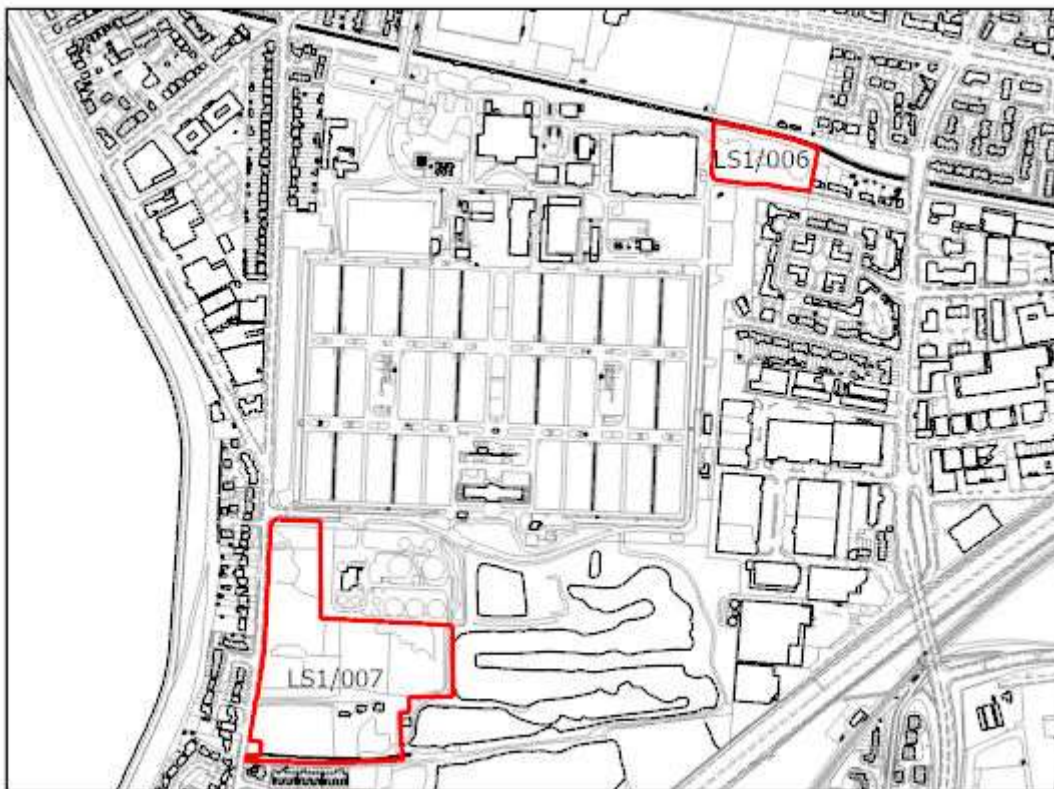
#### Summary of officer conclusions

The site is reasonably sustainably located with few constraints. The site performance was mixed against the Sustainability Appraisal with positive social, transport and economic impacts identified. Negative impacts were identified on a number of environmental objectives as the site is undeveloped former agricultural land. Through the Green Belt Assessment Stage 2, the site has been recommended for further consideration in combination with an area to the north and south. The site could be developed in combination with the promoted site to the south (HS1/012) to produce a holistic development. There may be opportunities to improve access to Green Belt land further to the south for recreational use. Any release would require the identification of strong and permanent boundaries.

The site could accommodate residential use.

The site could accommodate 41 units at 60 dph.

<b>Site ID</b>	LS1/006 & LS1/007	<b>Site Name</b>	Land at Windmill Close, Sunbury (LS1/006) &  Land to South of Ashford Common Water Treatment Works, Charlton Road, Shepperton (LS1/007)
<b>Area (ha)</b>	LS1/006: 0.9  LS1/007: 5.1	<b>Location</b>	Green Belt
<b>Density</b>	35-55 dph	<b>Approximate number of dwellings</b>	LS1/006: 15 Gypsy and traveller pitches  LS1/007: 178-280 dwellings
<b>Requirements</b>		Both sites have the same landowner and are identified for allocation in combination. Development is dependent upon both sites coming forward together.	



#### Summary of officer conclusions

The sites perform a limited role in Green Belt terms and are not subject to any major non-absolute constraints that cannot be overcome, although LS1/007 is adjacent to an SNCI therefore care should be taken to avoid impacts on this area. The sites are in a sustainable location, close to the urban area. Development of the sites performs well against social, transport and economic sustainability

objectives, such as housing provision, however negative impacts have been identified on environmental objectives as the land is undeveloped greenfield. If released for housing, site boundaries would need to be strengthened to maintain the integrity of the Green Belt.

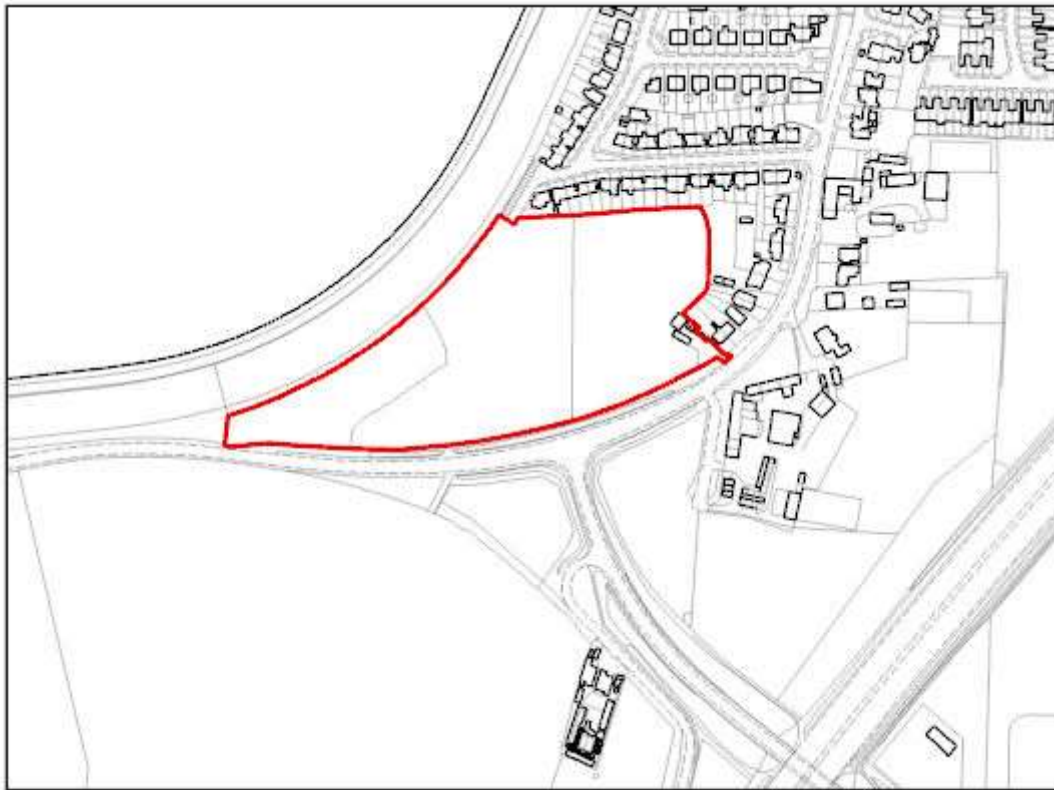
The site could potentially accommodate residential use and gypsy and traveller pitches. The whole site is part of the Ashford Common Treatment Works with the promoted sites surplus to use. The whole water treatment works was identified as an area for further consideration through the Green Belt Assessment Stage 2, however in line with the NPPF, only the land required to meet needs should be released. If released then Green Belt boundaries will require strengthening.

If LS1/006 were developed this could result in a yield of 15 gypsy and traveller pitches.

If LS1/007 were developed this could result in a yield of 178-280 units at a density of 35-55 dph.



<b>Site ID</b>	LS1/020	<b>Site Name</b>	Land north of Charlton Road, Charlton Village
<b>Area (ha)</b>	3.01	<b>Location</b>	Green Belt
<b>Density</b>	35-55 dph	<b>Approximate number of dwellings</b>	105-166 dwellings
<b>Requirements</b>		Review of the junction arrangements with Charlton Lane.	



#### Summary of officer conclusions

The site performs moderately in relation to the spatial strategy and would help to deliver a notable quantity of homes. There are no overriding constraints on site and the site is reasonably well-connected to the urban area of Charlton Village to the north. There are however a limited number of services within desirable or maximum walking distances therefore sustainable transport modes would need to be improved in the area if the site were to be developed. The site performs moderately against NPPF Green Belt purposes but was recommended for further consideration in the Green Belt stage 2 as it is less important to the wider strategic Green Belt. The site immediately adjoins properties to the north and east which would experience direct visual amenity impacts, therefore high quality design and screening would be required.

The site is considered appropriate for further consideration however several mitigation measures would be required to lessen negative impacts.

The site could accommodate residential use. The site is considered to be able to accommodate 105-166 units at 35-55 dph given the character of the wider area.

<b>Site ID</b>	RL1/007	<b>Site Name</b>	Land off Worple Road, Staines
<b>Area (ha)</b>	6.4	<b>Location</b>	Green Belt
<b>Density</b>	40 dph	<b>Approximate number of dwellings</b>	256 dwellings
<b>Requirements</b>			



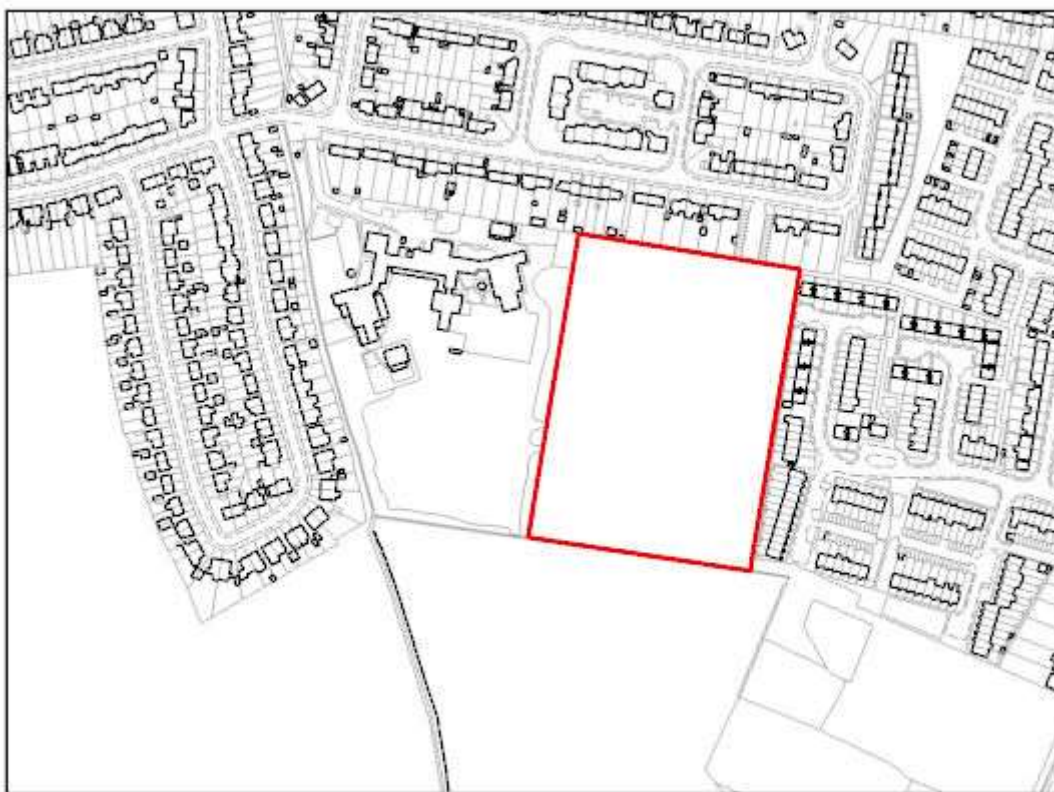
#### Summary of officer conclusions

The site is appropriate to consider further due to its contribution to the spatial strategy; lack of overriding constraints; limited landscape value; the recommendations of the Stage 2 Green Belt Assessment, which concluded it could be released without harming the integrity of the Green Belt; the context of the site in proximity to other residential development; and the sustainability of the site. Whilst development of the site did not perform well against many of the environmental objectives in the Sustainability Appraisal, this is because it is undeveloped open land. The benefits in contributing to a key aim of the spatial strategy to deliver housing, especially affordable, is an important factor in weighing the SA scoring. Further consideration needs to be given to how the site could be developed with other promoted land located within the same sub-area (see RL1/011), to enable a more holistic development. Boundary strengthening would be required, particularly with strongly performing Green Belt to the south.

The site would lend itself to a residential use, preferably 100% affordable housing as put forward by the site promoter.

An overall density of 40 dph could yield 256 units.

<b>Site ID</b>	RL1/010	<b>Site Name</b>	Part of Greenfield Recreation Ground, Berryscroft Road and Bingham Drive, Staines
<b>Area (ha)</b>	3	<b>Location</b>	Green Belt
<b>Density</b>	26-40 dph	<b>Approximate number of dwellings</b>	80-120 dwellings
<b>Requirements</b>		Part of the site would be used for housing and the recreation ground upgraded to include play facilities.	



#### Summary of officer conclusions

Development subject to re-provision of recreation facilities.

Site considered appropriate to consider further due to its contribution to the spatial strategy; lack of overriding constraints; limited landscape value; the recommendations of the Stage 2 Green Belt Assessment, which concluded it could be released without harming the integrity of the Green Belt; the context of the site in proximity to other residential development; and the sustainability of the site. Whilst developing the site scored negative impacts against many of the environmental objectives in the Sustainability Appraisal, this is because it is undeveloped open land. The benefits in contributing to a key aim of the spatial strategy to deliver housing, especially affordable, is an important factor in weighing the SA scoring. The site would need to be carefully assessed from an open space and recreation perspective to understand whether it is better retained in the current form in its entirety, or whether the site could be developed for housing with retention of some

recreation space that could be better equipped and of improved quality than the existing offer.

The site would lend itself to a residential use, with some land retained for recreation use.

The site could accommodate 80-120 units, equating to 26-40 dph.



<b>Site ID</b>	RL1/011	<b>Site Name</b>	Land at Staines and Laleham Sports Club, Worple Road, Staines
<b>Area (ha)</b>	6.03	<b>Location</b>	Green Belt
<b>Density</b>	30-40 dph	<b>Approximate number of dwellings</b>	40-50 dwellings
<b>Requirements</b>		Redevelopment subject to re-provision of improved sports club, funded by housing development.	



#### Summary of officer conclusions

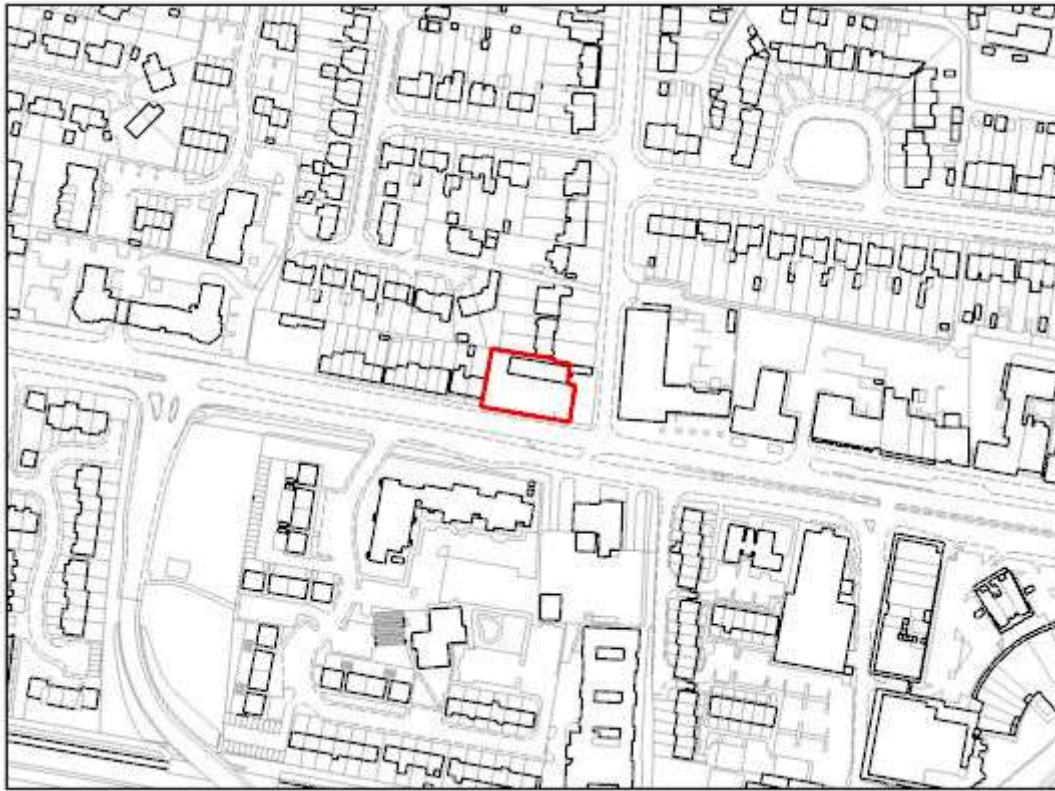
Site considered appropriate to consider further due to its contribution to the spatial strategy; lack of overriding constraints; limited landscape value; the recommendations of the Stage 2 Green Belt Assessment, which concluded it could be released without harming the integrity of the Green Belt; the context of the site in proximity to other residential development; and the sustainability of the site. Further consideration needs to be given to how the site could be developed with other promoted land located within the same sub-area (see RL1/007), to enable a more holistic development. Would also need to consider strengthening the boundary with strongly performing Green Belt to the east.

The site is currently occupied by a sports club. If redeveloped the site could accommodate an improved sports club and housing development. Redevelopment of the sports club would be funded by housing development on part of the site.

The site could accommodate 40-50 units at 30-40 dph and a new sports club.

<b>Site ID</b>	SC1/002	<b>Site Name</b>	115 Staines Road West, Sunbury
<b>Area (ha)</b>	0.11	<b>Location</b>	Urban
<b>Density</b>	>75 dph	<b>Approximate number of dwellings</b>	15 dwellings

#### Requirements



#### Summary of officer conclusions

The site is located within the urban area and is in a sustainable location, in close proximity to local services and public transport. The site is considered suitable for redevelopment and could accommodate high density residential development. This would be contingent on the availability of the site and relocation or discontinuation of the current use. The site could be allocated as part of a more holistic allocation for the Sunbury Cross area to redevelop the wider environment.

The site could accommodate residential use.

High density development on site is considered suitable given the area's character, therefore densities greater than 75dph should be considered. The site could accommodate approximately 15 units.

<b>Site ID</b>	SC1/003	<b>Site Name</b>	147 Staines Road West, Sunbury
<b>Area (ha)</b>	0.08	<b>Location</b>	Urban
<b>Density</b>	>75 dph	<b>Approximate number of dwellings</b>	15 dwellings
<b>Requirements</b>			



#### Summary of officer conclusions

The site is located within the urban area and is in a sustainable location, in close proximity to local services and public transport. The site is considered suitable for redevelopment and could accommodate high density residential development. This would be contingent on the availability of the site and relocation or discontinuation of the current use. The site could be allocated as part of a more holistic allocation for the Sunbury Cross area to redevelop the wider environment.

The site could accommodate residential use.

High density development on site is considered suitable given the area's character, therefore densities greater than 75dph should be considered. The site could accommodate approximately 15 units.



<b>Site ID</b>	SC1/004	<b>Site Name</b>	Sunbury Fire Station, Staines Road West, Sunbury
<b>Area (ha)</b>	0.31	<b>Location</b>	Urban
<b>Density</b>	75-100 dph	<b>Approximate number of dwellings</b>	23-30 dwellings
<b>Requirements</b>		The site is available now the new Fordbridge fire station on Kingston Road (A308) is operational.	



#### Summary of officer conclusions

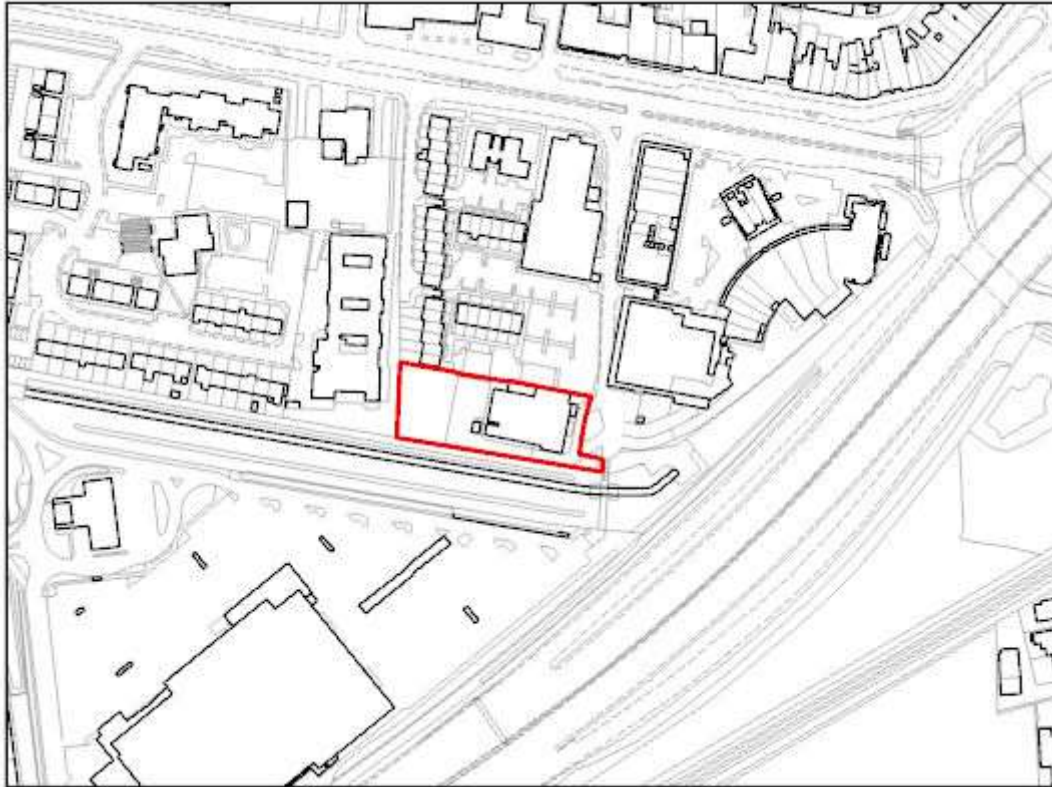
The site is located within the urban area and is in a sustainable location, in close proximity to local services and public transport. Negative impacts identified in the Sustainability Appraisal on pollution and water could be mitigated. The site is considered suitable for redevelopment and could accommodate high density residential development.

The site is now available given that the new fire station on Fordbridge Road is now operation.

In the surrounding area development is generally of a high density, varying from 2-16 storeys. Higher density development is therefore appropriate on site. If a density of 75-100 dwellings per hectare is assumed, the site could accommodate 23-30 units, subject to good design.



<b>Site ID</b>	SC1/005	<b>Site Name</b>	Sunbury Cross Ex Services Association Club, Crossways, Sunbury
<b>Area (ha)</b>	0.30	<b>Location</b>	Urban
<b>Density</b>	167 dph	<b>Approximate number of dwellings</b>	30 dwellings
<b>Requirements</b>		Noise attenuation measures.	



#### Summary of officer conclusions

The site is located within the urban area and its current layout and scale is not considered to make efficient use of land. The site is in a sustainable site in close proximity to local services and public transport. It performs well against the Sustainability Appraisal objectives however negative impacts are expected in relation to pollution due to the proximity to the M3, therefore noise attenuation measures are required. The site is considered suitable for redevelopment and could accommodate high density development.

The site is currently occupied by an ex-services club. Redevelopment could provide the opportunity for a mixed use scheme with a new club on the ground floor and residential development above.

Given the character of the surrounding area, the site could potentially accommodate high density development. The site could yield approximately 30 units at 167 dph.

<b>Site ID</b>	SC1/013	<b>Site Name</b>	RMG Warehouse & Delivery Office, 47-79 Staines Road West, Sunbury
<b>Area (ha)</b>	0.25	<b>Location</b>	Urban
<b>Density</b>	75-100 dph	<b>Approximate number of dwellings</b>	19-25 dwellings
<b>Requirements</b>		Subject to ensuring rear access road is maintained and service re-provision.	



#### Summary of officer conclusions

The site is located within a high density urban area and its current use is not considered to make the most efficient use land. The site is in a sustainable location in close proximity to local services and public transport. The site makes a moderate contribution to the spatial strategy and there are no overriding constraints. Positive Sustainability Appraisal impacts are identified on housing, land efficiency and transport with negative impacts on water, employment and pollution therefore mitigation is required. The site is considered suitable for redevelopment.

The site could accommodate residential use or mixed use with retail on the ground floor.

The site could accommodate 19-25 units at 75-100 dph.

Development is dependent upon service re-provision or existing uses being condensed.

<b>Site ID</b>	SE1/003	<b>Site Name</b>	Builder's Yard, 77 Staines Road East, Sunbury
<b>Area (ha)</b>	0.75	<b>Location</b>	Urban
<b>Density</b>	40-60 dph	<b>Approximate number of dwellings</b>	30-45 dwellings

#### Requirements



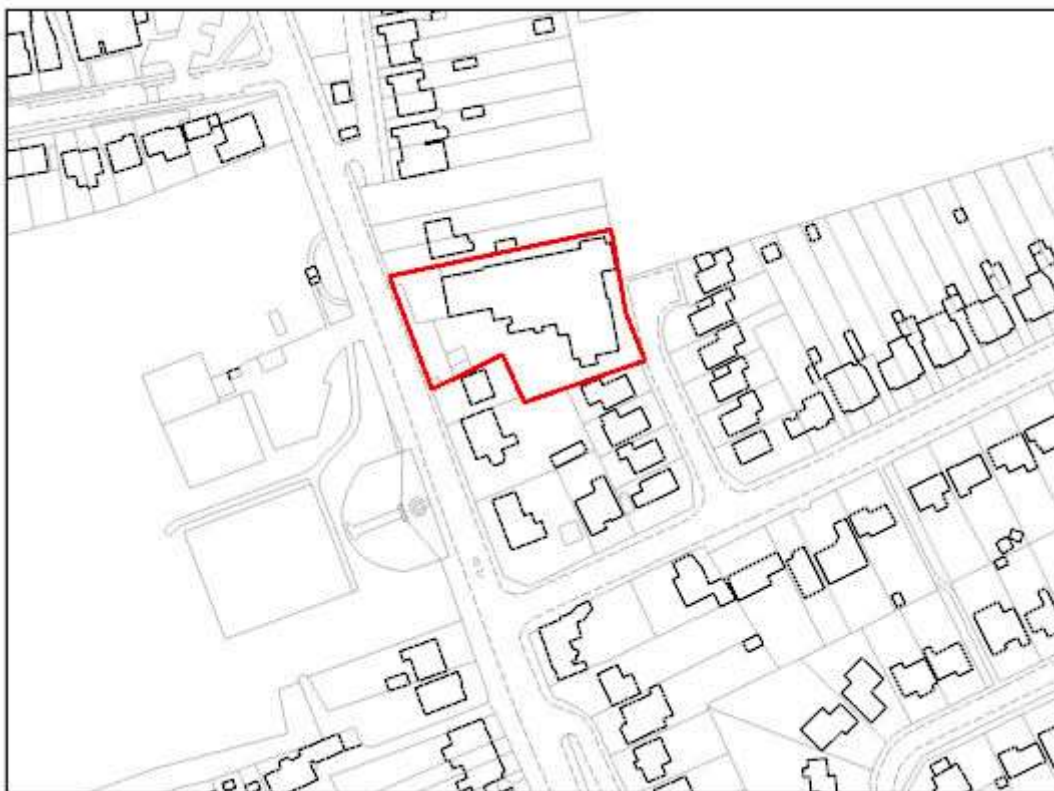
#### Summary of officer conclusions

The site is located within the urban area and is in a sustainable location, in close proximity to local services and public transport. There are few non-absolute constraints. The site contributes moderately to the spatial strategy as could accommodate residential development at a high density on a brownfield site. Negative impacts identified through the Sustainability Appraisal could be mitigated, particularly through sensitive design and screening. The site is considered suitable for redevelopment and could accommodate high density residential development however consideration must be given to the impact on neighbouring properties.

Flats adjacent to the site are approximately 100 dph, with houses approximately 30-50 dph. If developed at 40-60 dph the site could potentially accommodate 30-45 units.



<b>Site ID</b>	SE1/008	<b>Site Name</b>	Telephone Exchange, Green Street, Sunbury
<b>Area (ha)</b>	0.25	<b>Location</b>	Urban
<b>Density</b>	55-75 dph	<b>Approximate number of dwellings</b>	14-19 dwellings
<b>Requirements</b>		Development is dependent upon service re-provision or existing uses being condensed.	



#### Summary of officer conclusions

The site is located within the urban area and is in a sustainable location, in close proximity to local services and public transport. The site generally performs well against the Sustainability Appraisal framework however may result in a loss of employment if an alternative site cannot be identified if still required. There are a limited number of non-absolute constraints on site however the potential impacts are considered to be mitigatable. The site contributes moderately to the spatial strategy but due to its relatively small size wider benefits are limited. The site is considered suitable for redevelopment and could accommodate high density residential development however must be of a suitable design and layout.

The site could accommodate residential use.  
In order to maximise the efficient use of land, the site could be developed into flats, subject to sensitive design that could be integrated with the wider environment. If developed at 55-75 dph the site could potentially accommodate 14-19 units.

Development is dependent upon service re-provision or existing uses being condensed.

<b>Site ID</b>	SE1/019	<b>Site Name</b>	Sunbury Social Services Centre, 108 Vicarage Road, Sunbury
<b>Area (ha)</b>	0.15	<b>Location</b>	Urban
<b>Density</b>	70 dph	<b>Approximate number of dwellings</b>	11 dwellings
<b>Requirements</b>	Part of Surrey CC service review. Services will be expected to be provided within a suitable proximity of existing.		



#### Summary of officer conclusions

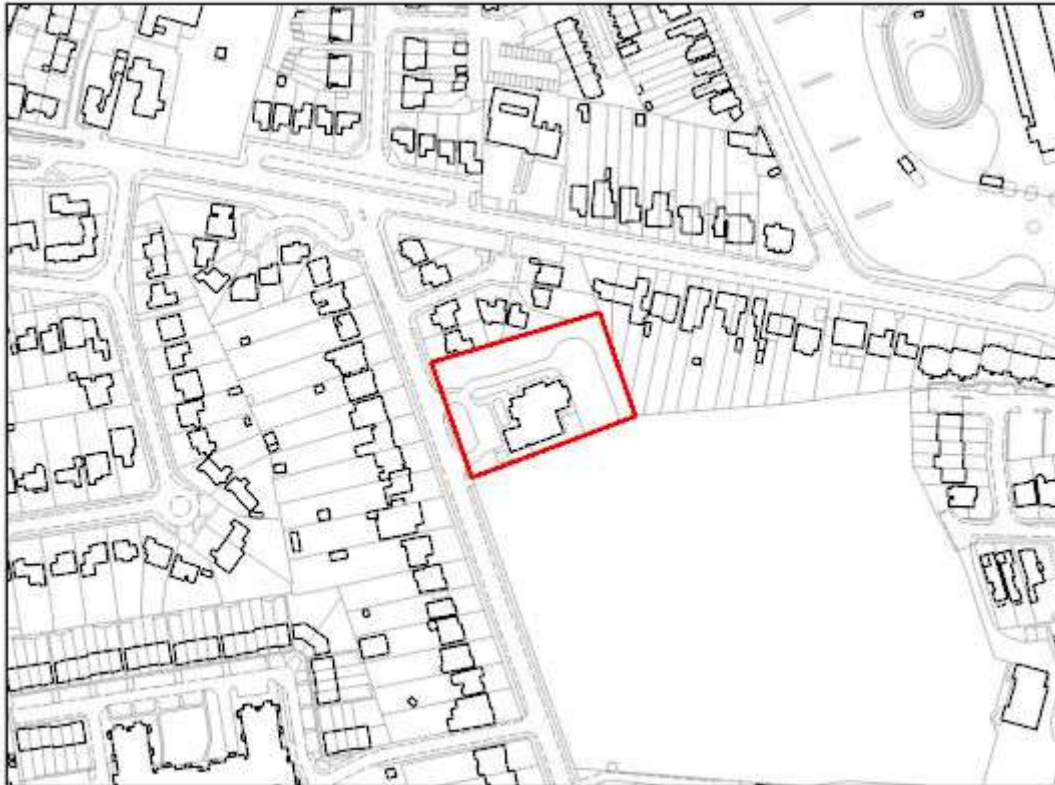
The site is located within the urban area in a somewhat sustainable location, in close proximity to local services and public transport in the Sunbury area. The site is considered suitable for redevelopment and could accommodate high density development. The site performs well against the sustainability framework with negative impacts likely to be mitigated to an acceptable level. The site contributes moderately to the spatial strategy as it could accommodate residential development at a high density on a brownfield, sustainable site.

The site could accommodate residential use or mixed use.

The site could potentially accommodate in the region of 11 units if developed at 70dph.

Redevelopment is subject to the Surrey County Council service review and is dependent upon the re-provision of services.

<b>Site ID</b>	SE1/020	<b>Site Name</b>	Sunbury Adult Education Centre, The Avenue, Sunbury
<b>Area (ha)</b>	0.43	<b>Location</b>	Urban
<b>Density</b>	35-55 dph	<b>Approximate number of dwellings</b>	15-24 dwellings
<b>Requirements</b>	Part of Surrey CC service review. Services will be expected to be provided within a suitable proximity of existing.		



#### Summary of officer conclusions

The site is located within the urban area in a somewhat sustainable location, in close proximity to local services and public transport in the Sunbury area. The site is considered suitable for redevelopment and could accommodate medium to high densities. The site generally performs well against the Sustainability Appraisal framework with negative impacts likely to be mitigated to an acceptable level. There are few non-absolute constraints. The site contributes moderately to the spatial strategy as it could accommodate residential development at a reasonably high density on a brownfield, sustainable site.

The site could accommodate residential use or a care home.

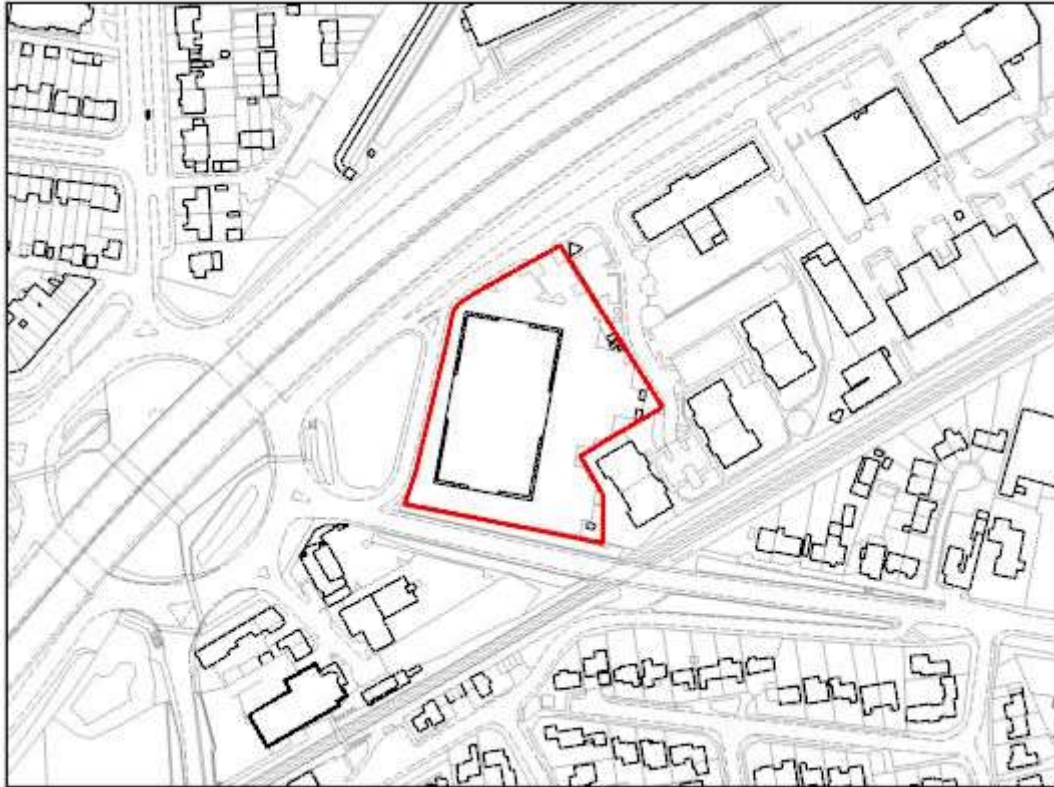
Flatted development could be provided on site subject to suitable design that is sensitive to the surrounding character. If developed at 35-55 dph the site could potentially accommodate 15-24 units.

Redevelopment is subject to the Surrey County Council service review and is dependent upon the re-provision of services.



<b>Site ID</b>	SE1/024	<b>Site Name</b>	Annandale House, 1 Hanworth Road, Sunbury
<b>Area (ha)</b>	0.97	<b>Location</b>	Urban
<b>Density</b>	52 dph	<b>Approximate number of dwellings</b>	50 dwellings

#### Requirements



#### Summary of officer conclusions

The site is located within the urban area in a sustainable location, close to local services and sustainable transport links. There are few non-absolute constraints, with mitigation likely to overcome issues. The site contributes well to the spatial strategy as it could accommodate a large quantum of residential development at a high density given the site's location within the Sunbury Cross area. The site is currently designated as an employment area therefore this will inform the direction of new development. The site performs moderately against the Sustainability Appraisal as it would allow a high quantity of residential development to be brought forward in a sustainable brownfield location. The site is however in close proximity to a pollution hotspot with Sunbury Cross roundabout and the M3 nearby.

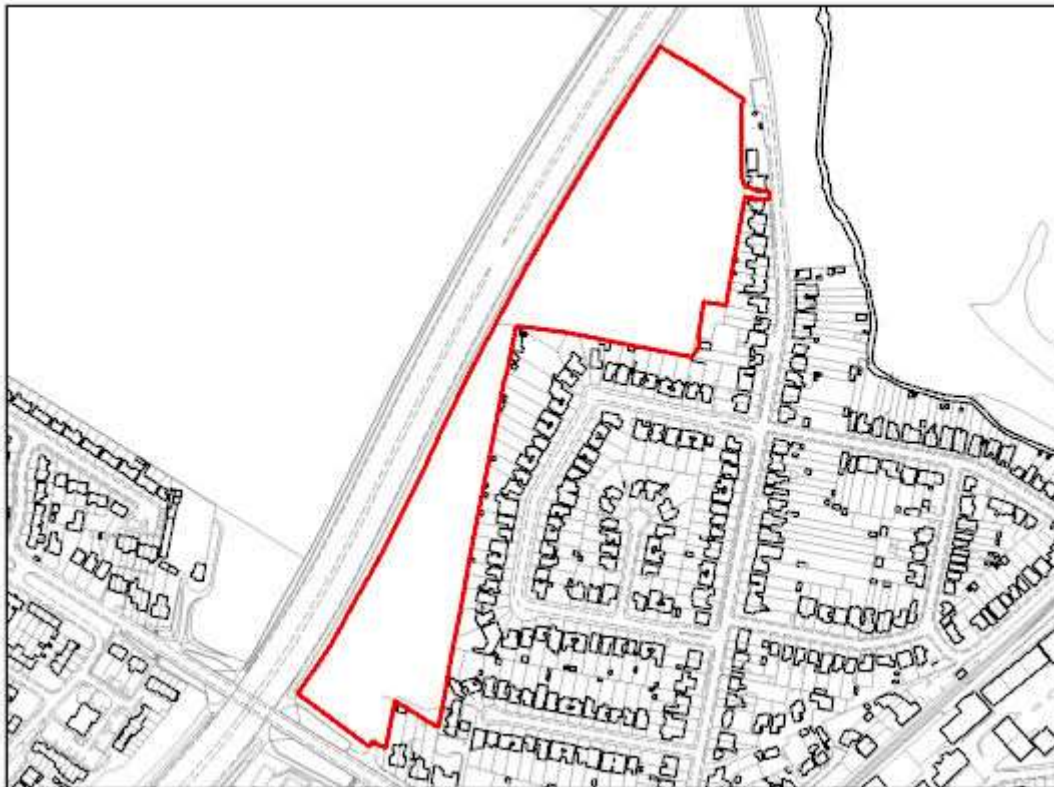
The site could accommodate commercial, residential or mixed use.

If residential use were to be prioritised, the site is likely to be able to accommodate over 100 units with possible commercial on the ground floor. The site is however in a designated employment area.

If developed for commercial use the landowner has indicated that it could accommodate 10,000+ sqm.

If developed for mixed use, the site could accommodate approximately 4,000 sqm of commercial floorspace and 50 residential units. Net commercial floorspace gain would be limited as the site is already in office use.

<b>Site ID</b>	SH1/005	<b>Site Name</b>	Staines Road Farm (Eastern Site), Laleham Road, Shepperton
<b>Area (ha)</b>	4.96	<b>Location</b>	Green Belt
<b>Density</b>	40 dph	<b>Approximate number of dwellings</b>	200 dwellings
<b>Requirements</b>		Provision/improvement of acoustic measures.	



#### Summary of officer conclusions

The site is considered appropriate to consider further due to its contribution to the spatial strategy; sustainability of the location; the recommendations from the Green Belt Assessment stage 2 which recommended that release would not harm the overall integrity of the Green Belt; and the lack of overriding constraints, subject to a flood risk assessment and agricultural land survey. As there is a strong sense of enclosure within the site and strong links to nearby built form, it is considered that the site has a semi-urban character and as such, development could be integrated with the existing. Opportunities for screening and reducing the impacts from the M3 would need further consideration, particularly through design.

The site could accommodate residential use. Given the linear shape of the site and narrow nature towards the centre, development would largely be concentrated towards Laleham Road in the south and towards the River Ash area in the north where the site opens out.

The site could accommodate approximately 200 units at 40 dph.

<b>Site ID</b>	SH1/010	<b>Site Name</b>	Shepperton Library, High Street, Shepperton
<b>Area (ha)</b>	0.14	<b>Location</b>	Urban
<b>Density</b>	70 dph	<b>Approximate number of dwellings</b>	10 dwellings
<b>Requirements</b>		Part of Surrey CC service review. A replacement facility will be expected to be provided on the same site.  Garden should be retained.	



#### Summary of officer conclusions

The site is located within the urban area in a highly sustainable location, in close proximity to local services and public transport. There are few non-absolute constraints, although potential is limited by the need to re-provide the library to the ground floor. The site contributes moderately to the spatial strategy as it could accommodate mixed community/residential development at a high density on a brownfield, sustainable site. The site performs well against the housing, health, land quality, transport and economic objectives. The site only performs negatively against water consumption but could be mitigated.

The site could accommodate mixed use with community uses on the ground floor and residential on the upper floors.

The site could accommodate a sizeable building over three storeys, potentially with additional rooms in the roof space, based on existing character within the High

Street. This would comprise a library to the ground floor with flats above as a mixed use scheme.

The site could accommodate in the order of 10 residential units. This would equate to a density of appx 70dph.

Redevelopment is subject to the Surrey County Council service review and is dependent upon the re-provision of services.



<b>Site ID</b>	SH1/015	<b>Site Name</b>	Shepperton Youth Centre, Shepperton Court Drive, Shepperton
<b>Area (ha)</b>	0.32	<b>Location</b>	Urban
<b>Density</b>	40-75 dph	<b>Approximate number of dwellings</b>	13-24 dwellings
<b>Requirements</b>	Part of Surrey CC service review. Services will be expected to be provided within a suitable proximity of existing. Outdoor recreation facilities should be retained or re-provided in close proximity.		



#### Summary of officer conclusions

The site is located within the urban area in a sustainable location, in close proximity to local services and public transport. The site is considered suitable for redevelopment and could accommodate high density development. This would be contingent on retaining equivalent or better provision of social and community facilities as the loss of the youth centre would have a negative impact on the local community.

The site could accommodate mixed use with community uses on the ground floor and residential on the upper floors.

The site could accommodate a sizeable building over two to three storeys, potentially with additional rooms in the roof space. This would comprise community uses on the ground floor with flats above as a mixed use scheme.

The site could accommodate 13-24 residential units. This would equate to a density of 40-75 dph.

Redevelopment is subject to the Surrey County Council service review and is dependent upon the re-provision of services. Redevelopment of the site could be part of a wider comprehensive scheme along with the GP surgery.

<b>Site ID</b>	SH2/003	<b>Site Name</b>	Shepperton Delivery Office, 47 High Street, Shepperton
<b>Area (ha)</b>	0.17	<b>Location</b>	Urban
<b>Density</b>	117 dph	<b>Approximate number of dwellings</b>	20 dwellings
<b>Requirements</b>		Development is dependent upon service re-provision or existing uses being condensed.	



#### Summary of officer conclusions

The site is located within the urban area in a highly sustainable location, in close proximity to local services and public transport. The site is considered suitable for redevelopment and could accommodate high density development. This would be contingent on retaining retail units to the ground floor to support the vitality and viability of the high street.

The site could accommodate mixed use with retail uses on the ground floor and residential on the upper floors.

The site could accommodate a sizeable building over three storeys, potentially with additional rooms in the roof space, based on existing character within the High Street. This would comprise retail units to the ground floor with flats above as a mixed use scheme.

Depending on the extent of parking provision within the development, and It is recommended the site could accommodate in the order of 20 residential units. Development is dependent upon service re-provision or existing uses being condensed.

<b>Site ID</b>	SN1/005	<b>Site Name</b>	Land at Northumberland Close, Stanwell
<b>Area (ha)</b>	1.75	<b>Location</b>	Green Belt
<b>Density</b>	N/A	<b>Approximate yield</b>	2,000 sqm commercial floorspace
<b>Requirements</b>			



#### Summary of officer conclusions

Site considered appropriate to take forward due to weak performance against Green Belt purposes, few to no constraints and proximity of other nearby uses that would lend the site to a cargo use. Material released during the first stage of consultation on Heathrow Airport expansion suggests the site could be used for airport related development, likely to be cargo, but Heathrow Airport Ltd would need to make the case for the site being developed as part of the DCO process and arguing that Very Special Circumstances exist that would outweigh the harm if not proposed for allocation within the Local Plan on a current need basis.

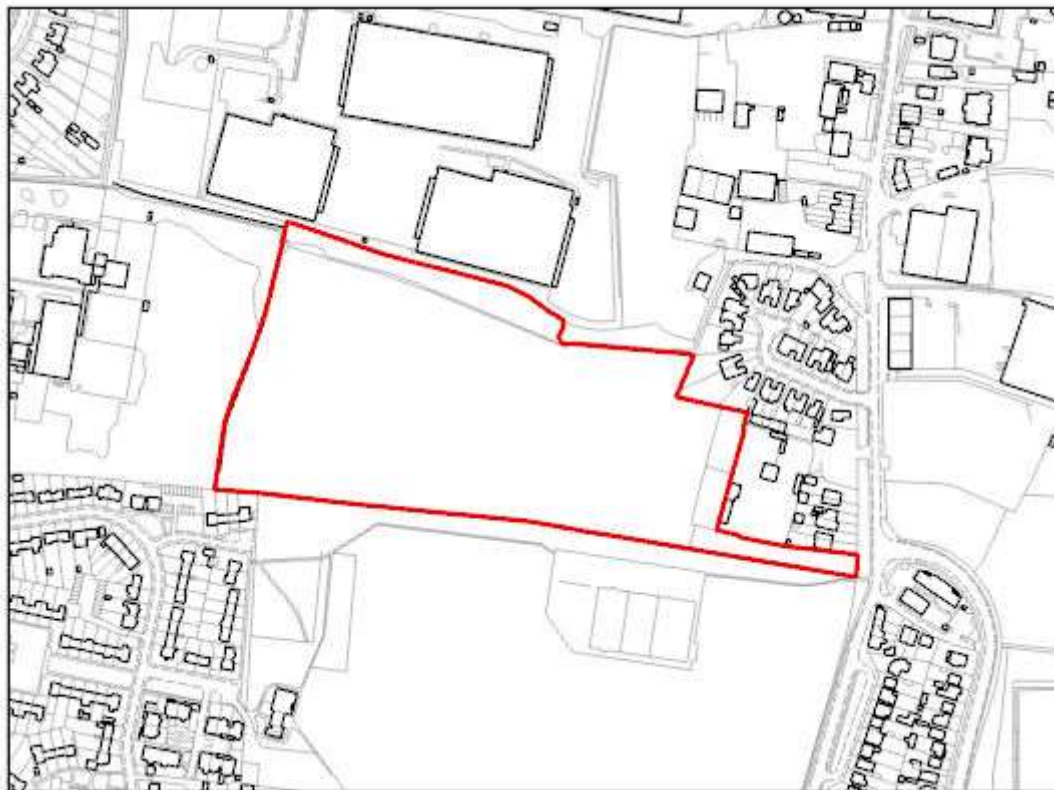
The site could accommodate commercial use such as warehousing/cargo associated with Heathrow Airport.

The site could accommodate approximately 2,000 sqm commercial floorspace.



<b>Site ID</b>	SN1/006	<b>Site Name</b>	Land to west of Long Lane and south of Blackburn Trading Estate, Stanwell
<b>Area (ha)</b>	4.8	<b>Location</b>	Green Belt
<b>Density</b>	N/A	<b>Approximate yield</b>	14,500 sqm commercial floorspace

#### Requirements



#### Summary of officer conclusions

Site considered appropriate to take forward due to weak performance against Green Belt purposes, few to no constraints and only limited visual amenity value. Consideration would need to be given as to which is the most appropriate use to take forward, as both a residential and a commercial scheme have been proposed by two different promoters. The proximity to cargo uses to the north and Heathrow Airport beyond would suggest an employment use. Even though the pressing need for the strategy is housing, there is likely to be need for airport related cargo facilities and the existing housing is only at the corners of the site, limiting the extent to which this site would lend itself to residential. The expectation would be that this would be most suited to a storage and distribution use as an extension to the existing cargo estate to the north. Material released during the first stage of consultation on Heathrow Airport expansion suggests the site could be used for airport related development, likely to be cargo.

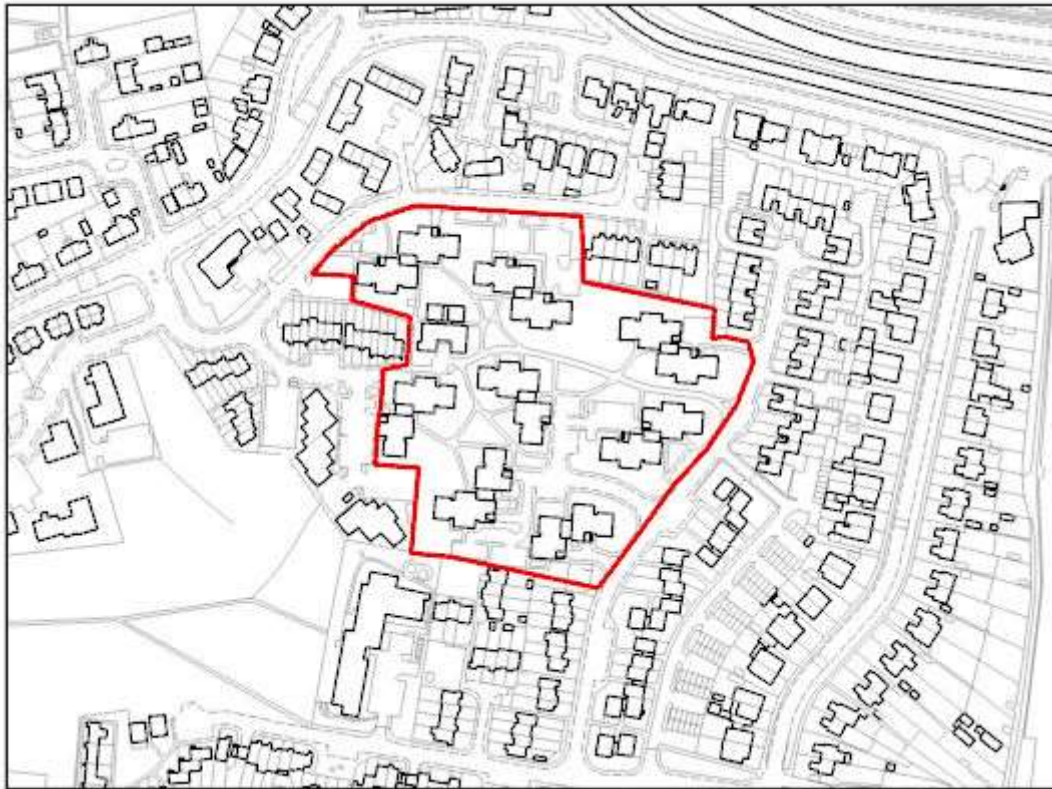
The site could accommodate commercial use such as warehousing/cargo associated with Heathrow Airport.

The site could accommodate approximately 14,500 sqm commercial floorspace.



<b>Site ID</b>	SN1/012	<b>Site Name</b>	Stanwell Bedsits, De Havilland Way, Stanwell
<b>Area (ha)</b>	2.19	<b>Location</b>	Urban
<b>Density</b>	182 dph	<b>Approximate number of dwellings</b>	100 dwellings

#### Requirements



#### Summary of officer conclusions

The site is in a fairly sustainable location that has access to local services and some public transport however these options are limited. Redevelopment would re-use an existing residential site on brownfield land within the urban area therefore according with the strategy. There is potential for a more efficient use of the existing site to provide higher densities. The site is close to a large area of open space for recreation at Village Park. The surrounding area is characterised by residential development at medium to higher densities.

The site could accommodate a net gain of residential units if redeveloped. Possible yield of 100 net units resulting in 400 units overall on site.

Maybe allocate. Subject to further discussions with landowner. Consideration must be given to existing residents and how redevelopment would be implemented.

<b>Site ID</b>	SN1/015	<b>Site Name</b>	Land to the west of Town Lane, Town Lane, Stanwell
<b>Area (ha)</b>	0.65	<b>Location</b>	Green Belt
<b>Density</b>	N/A	<b>Approximate number of dwellings</b>	5-8 gypsy and traveller pitches
<b>Requirements</b>			



#### Summary of officer conclusions

The location is reasonably sustainable, close to bus services to Staines and Hounslow and to other services, there are few non-absolute constraints and contribution to the spatial strategy is moderate. Negative Sustainability Appraisal impacts are largely due to the site being undeveloped greenfield but it is anticipated these could be overcome. Stage 2 of the Green Belt Assessment recommends the site for further consideration. The current condition of the site does not provide visual amenity however the view across this to the reservoir does. A change to built form would be significant and mitigation would be required in terms of size, scale and design of any units.

The site could accommodate gypsy and traveller pitches if developed.

If developed the site could yield approximately 5-8 gypsy and traveller pitches.

<b>Site ID</b>	SS1/002	<b>Site Name</b>	White House, Kingston Road, Ashford
<b>Area (ha)</b>	0.26	<b>Location</b>	Mixed Urban area (0.19ha) & Green Belt (0.07)
<b>Density</b>	107 dph	<b>Approximate number of dwellings</b>	28 dwellings
<b>Requirements</b>			



#### Summary of officer conclusions

Whilst the site falls within a sub area considered to be strongly performing in Green Belt terms, there is scope for a small part to the south to be released without impacting on the integrity of the larger sub area or the wider Green Belt as a whole. It would serve to 'round off' a somewhat irregular parcel that appears to have been created when the depot site was taken out of the Green Belt and would maintain a strong boundary to the south where the aqueduct runs. A more defensible boundary would need to be introduced to the east but this would continue the existing external boundary that runs behind the depot building. At present, the Green Belt boundary cuts across the site with no strong boundary. Further justification for this relatively small adjustment to the Green Belt boundary would be the positive contribution the site would make to the spatial strategy in terms of providing affordable housing and accommodation for the homeless, although the latter has since been granted planning permission. Whilst a scheme could be delivered on the urban part of the site alone, freeing up the remainder of the site would allow its full potential to be realised and could result in a better layout and design. The development of this sustainable site that would meet housing need weighs strongly in the balance of considerations, including the impact of releasing the site from the Green Belt.

The site could accommodate residential use. The hostel for the homeless has already been granted permission, so the layout would need to be considered carefully.

The site could yield approximately 28 flats if developed in its totality. If the urban area only were to be developed, the yield would be somewhat reduced.



<b>Site ID</b>	ST1/028	<b>Site Name</b>	Leacroft Centre, Leacroft, Staines
<b>Area (ha)</b>	0.16	<b>Location</b>	Urban
<b>Density</b>	80-125 dph	<b>Approximate number of dwellings</b>	13-20 dwellings
<b>Requirements</b>		Part of Surrey CC service review. Services will be expected to be provided within a suitable proximity of existing.	



#### Summary of officer conclusions

The site is located within the urban area in a highly sustainable location, in close proximity to local services and public transport. The site contributes moderately to the spatial strategy as it could accommodate mixed community/residential development at a higher density on a brownfield, sustainable site. The site is considered suitable for redevelopment and could accommodate higher density flatted development similar to that in the surrounding area. The site is owned by Surrey County Council, who will be undertaking a review of services. This will inform the future of the site and whether residential or mixed use development could be pursued. An alternative site for the current use will need to be identified prior to the release of the site.

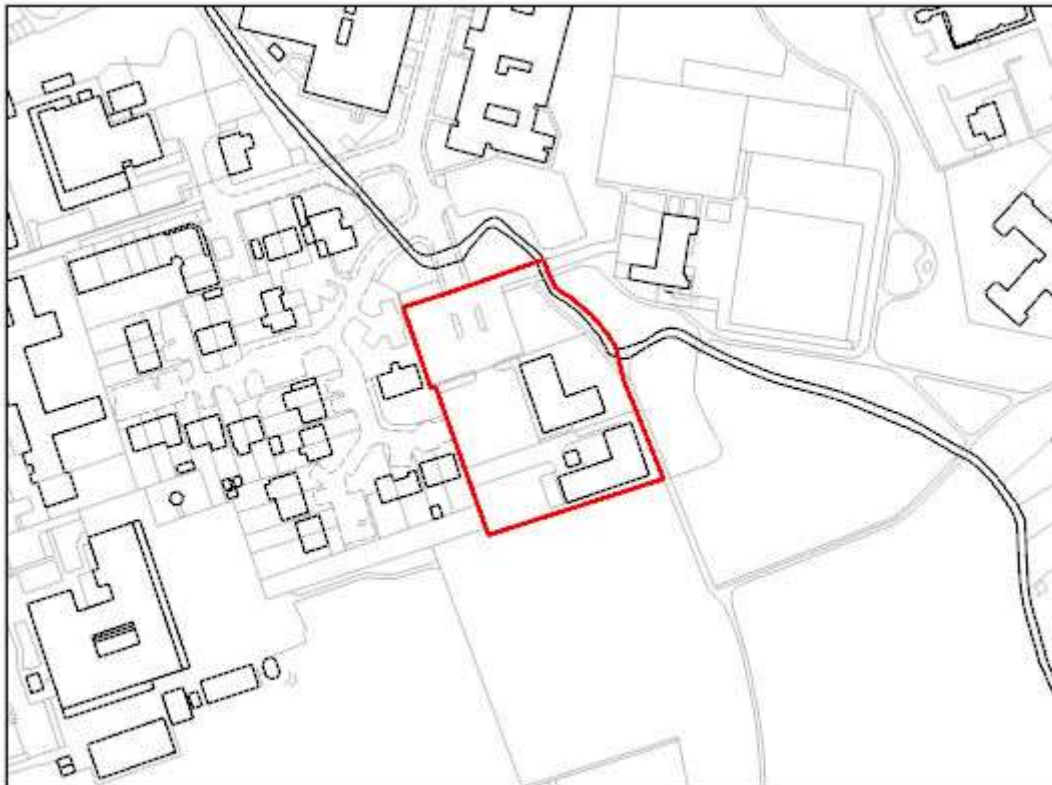
The site could accommodate either a residential scheme or a mixed use residential/community use scheme.

If developed at a similar density to surrounding flats, the site may be able to accommodate 13-20 units at 80dph-125dph. This is considered reasonable for the



proximity to a town centre, subject to a high standard of design. Yield may be reduced if community uses need to be maintained on site.

<b>Site ID</b>	ST1/029	<b>Site Name</b>	Surrey County Council buildings, Burges Way, Staines
<b>Area (ha)</b>	0.47	<b>Location</b>	Urban
<b>Density</b>	60 dph	<b>Approximate number of dwellings</b>	30 dwellings
<b>Requirements</b>		Part of Surrey CC service review. Services will be expected to be provided within a suitable proximity of existing.	



#### Summary of officer conclusions

The site could accommodate a mixed residential/community use scheme.

The site could accommodate a good sized building with residential flats above a ground floor use. Any development should first explore whether there is an appetite for the health centre site to be included, together with land to the rear (not within Staines Park) and the Fairways day centre. On this site alone, a yield of appx 30 units could be achieved, including retention of community uses where required. This would equate to a density of around 60 dph, which is considered reasonable for the proximity to a town centre, subject to a high standard of design. Development potential likely to be constrained in terms of layout and mitigation requirements as a result of flood risk.

Redevelopment is subject to the Surrey County Council service review and is dependent upon the re-provision of services.

<b>Site ID</b>	ST1/030	<b>Site Name</b>	Fairways Day Centre, Knowle Green, Staines
<b>Area (ha)</b>	0.63	<b>Location</b>	Urban
<b>Density</b>	47 dph	<b>Approximate number of dwellings</b>	30 dwellings
<b>Requirements</b>		Part of Surrey CC service review. Services will be expected to be provided within a suitable proximity of existing.	



#### Summary of officer conclusions

The site could accommodate a mixed residential/community use scheme.

The site could accommodate a sizeable building or multiple buildings, with residential flats above other ground floor uses. Any development should first explore whether there is an appetite for the health centre site to be included, together with land to the rear (not within Staines Park) and the SCC day centre. On this site alone, a yield of appx 30 units could be achieved, including retention of community uses where required. This would equate to a density of 47 dph, which is considered reasonable for the proximity to a town centre, subject to a high standard of design. Development potential is constrained in terms of layout and mitigation requirements as a result of flood risk.

Redevelopment is subject to the Surrey County Council service review and is dependent upon the re-provision of services.

<b>Site ID</b>	ST1/031	<b>Site Name</b>	Thameside Arts Centre, Wyatt Road, Staines
<b>Area (ha)</b>	0.25	<b>Location</b>	Urban
<b>Density</b>	75 dph	<b>Approximate number of dwellings</b>	19 dwellings
<b>Requirements</b>		Part of Surrey CC service review. Services will be expected to be provided within a suitable proximity of existing.	



#### Summary of officer conclusions

The site is located within the urban area in a highly sustainable location, in close proximity to local services and public transport. The site is considered suitable for redevelopment and could accommodate higher density flatted development similar to that in the surrounding area. This would however be subject to a flood risk assessment and the ability to demonstrate safe access and egress.

The site scores positively against housing, health, land quality, transport and employment objectives. The site scores negatively against flooding objectives as is mostly within flood zone 3a, as is the surrounding area. The site is also a locally listed building so negative impacts are expected on heritage objectives. Impacts may be lessened by sensitive design and the conversion of the existing building.

The site is owned by Surrey County Council, who will be undertaking a review of services. This will inform the future of the site and whether residential development could be pursued. An alternative site for the current use will need to be identified prior to the release of the site.

The site could accommodate residential use.

Given the densities of surrounding developments which range from 50 to 115 dph for flats, the site may be able to accommodate approximately 19 units if 75 dph was pursued.



<b>Site ID</b>	ST1/037	<b>Site Name</b>	Thameside House, South Street, Staines
<b>Area (ha)</b>	0.24	<b>Location</b>	Urban
<b>Density</b>	500 dph	<b>Approximate number of dwellings</b>	120 dwellings

#### Requirements



#### Summary of officer conclusions

The site is located within Staines town centre and therefore is in a highly sustainable location in close proximity to local services and public transport options. The site is considered suitable for redevelopment and could accommodate high densities, in line with the spatial strategy. The site is currently occupied by an office block is no longer appear to be in use. Loss of the building would impact on the amount of office stock within the town centre however would not appear to have a direct impact on current employment. It may however have a longer term impact on economic growth with Staines. Re-development would therefore bring a current empty building into a more productive use and would help to make a more efficient use of the land. The site performs well against the housing, land quality, transport and health objectives. The site performs negatively against water consumption, flood risk and noise/air quality due to its location.

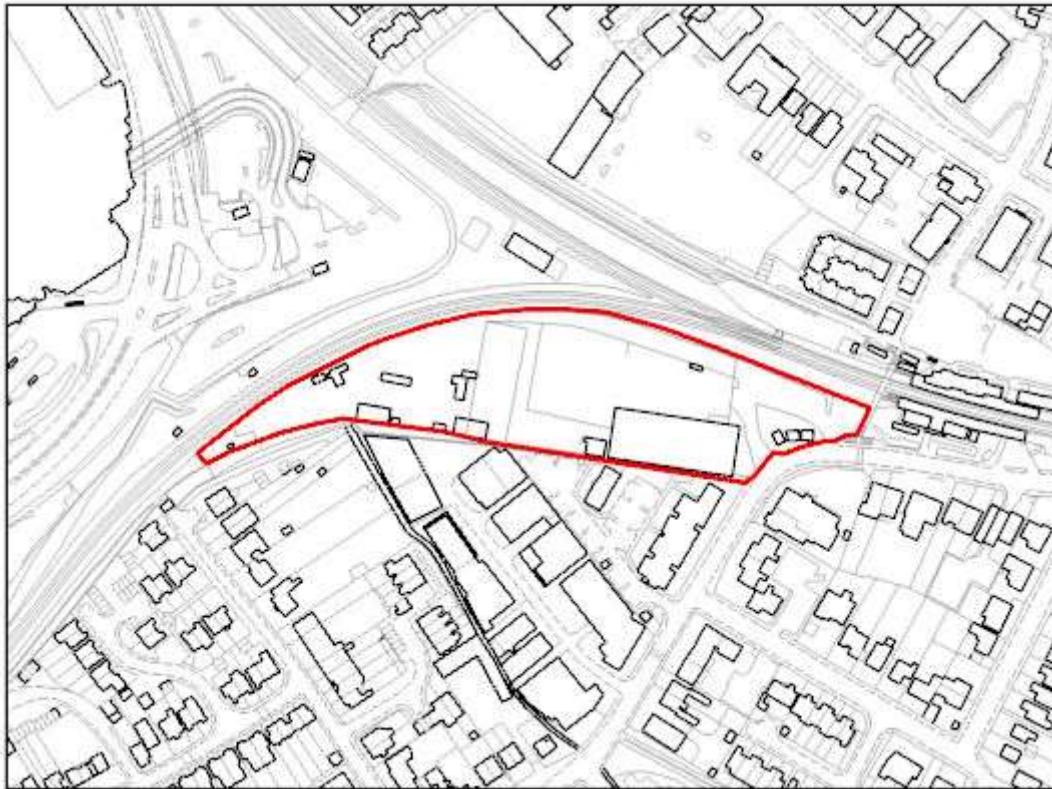
Residential development would be a more vulnerable risk to flooding and as such, appropriate mitigation should be utilised to demonstrate that the site is suitable for development.

The site could accommodate residential use.

The site has scope for a high density residential flatted development. The site could potentially accommodate 120 units.

<b>Site ID</b>	ST2/006	<b>Site Name</b>	Builders Yard, Gresham Road, Staines
<b>Area (ha)</b>	1.37	<b>Location</b>	Urban
<b>Density</b>	73 dph	<b>Approximate number of dwellings</b>	100 dwellings

#### Requirements



#### Summary of officer conclusions

The site is located within the urban area in a highly sustainable location, in close proximity to local services and public transport. The site is considered suitable for redevelopment and could accommodate higher density flatted development which could be a mix of houses and flats. Re-development would lead to the loss or re-location of the current use which could put jobs at risk and may lead to the company leaving the Borough completely. Another site owned in Moor Lane has been granted permission for re-development into housing (subject to a legal agreement). Any development would need to satisfy flood risk requirements and provide suitable noise and air pollution mitigation to protect future occupiers from the impacts of being in close proximity to a main line rail station which is used regularly from the early hours until late at night. The train line also transports goods which can be noisy.

Take forward for further consideration. The site is suitable for development subject to suitable flooding and noise and air pollution mitigation.

The site could accommodate residential use.

Given its size and location there is scope for a higher density to be achieved on the site and there could be a mix of houses and flats. It is considered that the potential yield of the site could be 100 units.

<b>Site ID</b>	ST3/004	<b>Site Name</b>	34-36 Kingston Road (Oast House) & Car Park, Kingston Road, Staines
<b>Area (ha)</b>	0.93	<b>Location</b>	Urban
<b>Density</b>	193 dph	<b>Approximate number of dwellings</b>	180 dwellings
<b>Requirements</b>			



#### Summary of officer conclusions

The site is located within the urban area and is in a sustainable location, in close proximity to local services and public transport. Given the existing character of the area the site could accommodate high density development, in line with the spatial strategy. This would however put additional pressure on local services therefore local infrastructure would need to be improved. Mitigation is likely to be required to reduce the impacts of the increased cumulative concentration of residential dwellings in the area. The site generally performs well against the Sustainability Appraisal framework however may result in harm to heritage assets if not incorporated into redevelopment effectively. There may be negative impacts on well-being if high rise development is pursued however the site is currently occupied by a car park and old vacant buildings and redevelopment could contribute to local regeneration. There are a limited number of non-absolute constraints on site with the potential impacts considered to be mitigatable. The site is considered suitable for redevelopment and could accommodate high density residential development however must be of a suitable design and layout.

Given the character of the wider area, the site could accommodate high density high rise development and could potentially achieve 180 units, subject to high



quality design. There may also be an opportunity for some commercial uses at ground floor level which could reduce the yield of dwellings.

Redevelopment of the site could potentially incorporate services subject to the Surrey County Council service review.

<b>Site ID</b>	ST3/012	<b>Site Name</b>	Staines Telephone Exchange, Fairfield Avenue, Staines
<b>Area (ha)</b>	0.60	<b>Location</b>	Urban
<b>Density</b>	250 dph	<b>Approximate number of dwellings</b>	150-180 dwellings
<b>Requirements</b>		Development is dependent upon service re-provision or existing uses being condensed.	



#### Summary of officer conclusions

The site is located within the urban area and is in a sustainable location, in close proximity to local services and public transport. Given the existing character of the area the site could accommodate high density, high rise development, in line with the preferred strategy. This would however put additional pressure on local services therefore local infrastructure would need to be improved. The introduction of high rise residential use could facilitate the improvement of the visual appeal of the site through high quality design. The site generally performs well against the Sustainability Appraisal framework however may result in a loss of employment if an alternative site cannot be identified if still required and may have negative impacts on well-being if high rise development is pursued. Mitigation is likely to be required to reduce the impacts of the increased cumulative concentration of residential dwellings in the area.

There are a limited number of non-absolute constraints on site however the potential impacts are considered to be mitigatable. The site is considered suitable for redevelopment and could accommodate high density residential development however must be of a suitable design and layout.

Given the character of the wider area, the site could accommodate high density high rise development and could potentially achieve 150-180 units, subject to high quality design.

Development is dependent upon service re-provision or existing uses being condensed.

<b>Site ID</b>	ST4/001	<b>Site Name</b>	Builders Yard, Moor Lane, Staines
<b>Area (ha)</b>	0.59	<b>Location</b>	Urban
<b>Density</b>	61 dph	<b>Approximate number of dwellings</b>	36 dwellings

#### Requirements



#### Summary of officer conclusions

The site is well-located on the periphery of Staines Town Centre. Planning permission has recently expired on site indicating that residential development would be acceptable. A more recent application has been approved subject to a legal agreement. A flood risk assessment would be required to demonstrate that flood risk could be overcome whilst high quality, sensitive design would ensure that the environment is positively enhanced. Whilst several negative impacts have been identified through the Sustainability Appraisal it is considered that these could be mitigated to an acceptable level.

The site could accommodate residential use.

The site is well-located on the periphery of Staines Town Centre. The site was previously allocated in the 2009 Allocations Development Plan Document for residential use and a subsequent planning permission expired.

The site could accommodate approximately 36 units.

<b>Site ID</b>	ST4/002	<b>Site Name</b>	Bridge Street Car Park, Hanover House & Sea Cadet Building, Bridge Street, Staines
<b>Area (ha)</b>	0.9	<b>Location</b>	Urban
<b>Density</b>	55-111 dph	<b>Approximate number of dwellings</b>	50-100 dwellings
<b>Requirements</b>		Sea Cadets have been relocated.	



#### Summary of officer conclusions

The site is within a highly sustainable location, within Staines Town Centre. Part of the site has recently expired planning permission for over 200 residential units indicating that the site is likely to be suitable for residential use. Sensitive and high quality design would be required to minimise any adverse impacts on the conservation area and neighbouring heritage assets, whilst flood mitigation is likely to be required. The site provides the opportunity for mixed use development at a prominent location along the River Thames.

The site could accommodate residential use and/or a hotel development.

The size of hotel pursued will inform the amount of residential development that could be accommodated on site. If a standard hotel is pursued, this could accommodate 150 bed spaces whilst a higher quality hotel associated with Heathrow Airport could yield 250 bed spaces. A hotel would occupy a half to two thirds of the site, leaving the remainder for residential development. With high density development, the site may be able to accommodate 50-100 units.



If a solely residential scheme were pursued, the site could accommodate approximately 300 units.

<b>Site ID</b>	ST4/004	<b>Site Name</b>	96-104 Church Street, Staines
<b>Area (ha)</b>	0.89	<b>Location</b>	Urban
<b>Density</b>	75 dph	<b>Approximate number of dwellings</b>	55 dwellings

#### Requirements



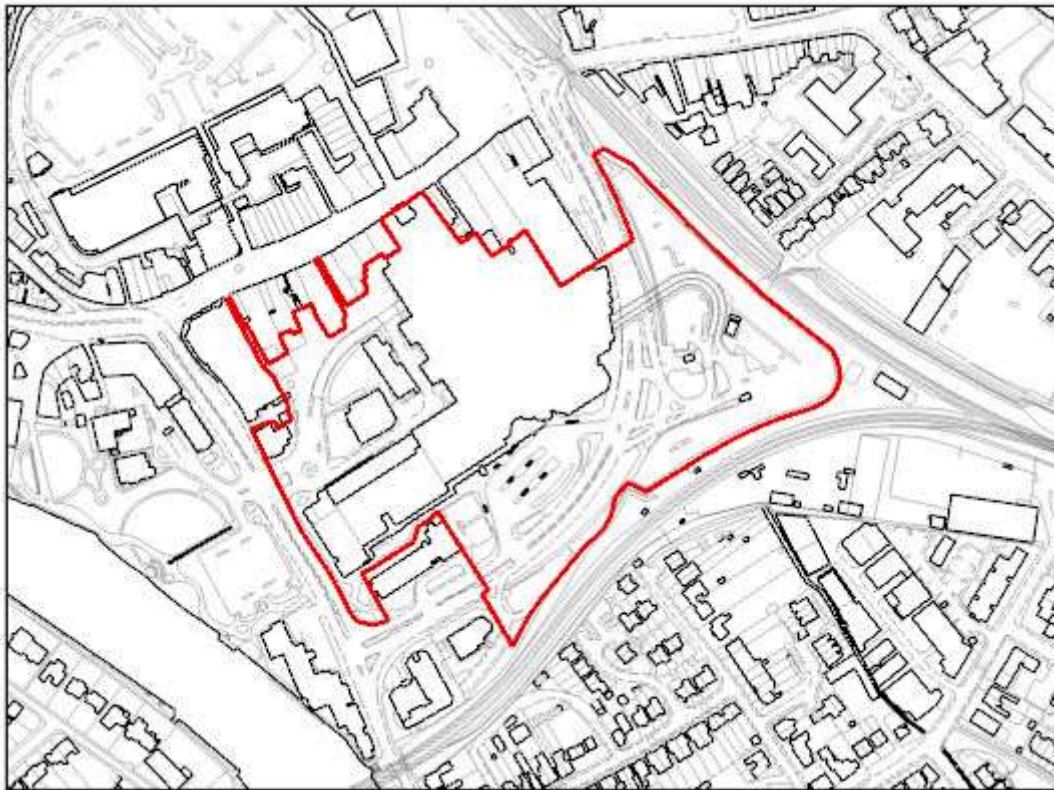
#### Summary of officer conclusions

The site is well-located on the periphery of Staines Town Centre. Planning permission has recently expired on site indicating that residential development would be acceptable. A flood risk assessment would be required to demonstrate that flood risk could be overcome whilst high quality, sensitive design would ensure that that conservation area is positively enhanced. Whilst several negative impacts have been identified through the Sustainability Appraisal it is considered that these could be mitigated to an acceptable level.

The site could accommodate residential use.

The site is considered to be able to accommodate residential development at a scale that is sensitive to the surrounding character. Planning permission was previously approved for 48 units (66dph) however in order to maximise the efficient use of land, yield could potentially be increased subject to high quality design. The site may be able to accommodate up to 75 dph which equates to 55 units.

<b>Site ID</b>	ST4/009	<b>Site Name</b>	Elmsleigh Centre and Adjoining Land, South Street, Staines
<b>Area (ha)</b>	6.34	<b>Location</b>	Urban
<b>Density</b>	100 dph	<b>Approximate number of dwellings</b>	650 dwellings
<b>Requirements</b>		Maintenance of retail use on site. Development above.	



#### Summary of officer conclusions

The site is well-located within Staines Town Centre, with local services and employment within walking distance. Given the existing character of the area the site could accommodate high density, high rise development, in line with the preferred spatial strategy. This would however put additional pressure on local services therefore local infrastructure would need to be improved. The introduction of high rise residential use could facilitate the improvement of the visual appeal of the site through high quality design. The site generally performs well against the SA but mitigation would be required to reduce the impacts of the increased cumulative concentration of residential dwellings in the area (in association with ST4/019). The site is subject to several non-absolute constraints but these are considered to be mitigatable.

The site could accommodate mixed commercial and residential use.

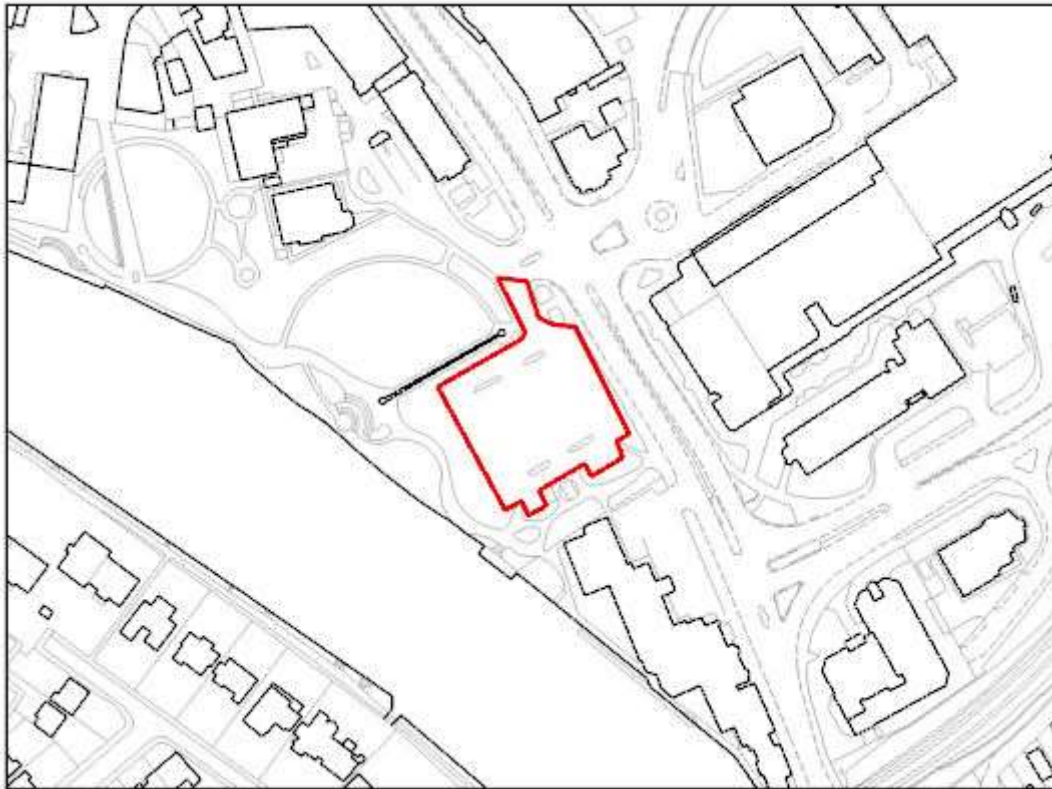
The site is located within Staines Town Centre with the opportunity for high rise, high density development. The site could therefore potentially achieve the 650 units across the whole site, with the retention of, and possibly extension of retail

uses on site. ST1/012 was also promoted for residential development but sits within the boundaries of this site, therefore it has been subsumed into ST4/009.

The site was previously allocated in the 2009 Spelthorne Allocations Development Plan Document but has not yet come forward.

<b>Site ID</b>	ST4/010	<b>Site Name</b>	Riverside car park, Thames Street, Staines
<b>Area (ha)</b>	0.25	<b>Location</b>	Urban
<b>Density</b>	400 dph	<b>Approximate number of dwellings</b>	100 dwellings

#### Requirements



#### Summary of officer conclusions

The site is well-located within Staines Town Centre allowing excellent access to local shops, services and public transport options. The site generally performs positively against most SA measures due to its location. Negative flooding impacts are however identified so would need to be overcome. The site is close to the Thames Path to offer recreation close to the river. The site offers the opportunity for a higher density scheme however this should be well-designed and should consider the impacts on views and occupiers. The re-development of the car park will lead to the loss of a number of public parking spaces. Re-provision should be sought either on-site or close by within the Town centre. If this is not possible, then sustainable transport options should be provided to allow visitors to continue to access Staines. This will help to achieve a modal shift away from the private vehicle and potentially help to ease congestion through the Town Centre.

The site could accommodate residential use.

The site could yield 100 units given its town centre location and opportunity for high rise, high density development to make efficient use of land in a highly sustainable location. There may also be scope for a wider comprehensive scheme incorporating ST4/011 to the south.



<b>Site ID</b>	ST4/011	<b>Site Name</b>	Thames Lodge Hotel, Thames Street, Staines
<b>Area (ha)</b>	0.36	<b>Location</b>	Urban
<b>Density</b>	200 dph	<b>Approximate number of dwellings</b>	65 dwellings
<b>Requirements</b>			



#### Summary of officer conclusions

The site is well-located within Staines Town Centre, with local services and employment within walking distance. Given the existing character of the area the site may be able to accommodate high density residential development. The site makes a moderate contribution to the spatial strategy, however a number of negative impacts have been identified through the Sustainability Appraisal. Flood risk is a key consideration and the suitability of the site is dependent upon a flood risk assessment and the ability to demonstrate a safe means of escape.

The site could accommodate residential use.

Subject to the results of a flood risk assessment, the site could accommodate high density residential development due to its location near Staines town centre.

The landowner has proposed 65 units at 200 dph and this could be acceptable, subject to character and design. There may also be scope for a wider comprehensive scheme incorporating ST4/010 to the north.

<b>Site ID</b>	ST4/019	<b>Site Name</b>	35-45 High Street, Staines (Debenhams Site)
<b>Area (ha)</b>	0.27	<b>Location</b>	Urban
<b>Density</b>	900 dph	<b>Approximate number of dwellings</b>	250 dwellings

#### Requirements



#### Summary of officer conclusions

The site is well-located within Staines Town Centre, with local services and employment within walking distance. Given the existing character of the area the site could accommodate high density, high rise development, in line with the preferred spatial strategy. This would however put additional pressure on local services therefore local infrastructure would need to be improved. The introduction of high rise residential use could facilitate the improvement of the visual appeal of the site through high quality design. This is particularly significant given the site's prominent corner location on the High Street. The site generally performs well against the SA but mitigation would be required to reduce the impacts of the increased cumulative concentration of residential dwellings in the area (in association with ST4/009). The site is subject to several non-absolute constraints but these are considered to be mitigatable.

The site could accommodate mixed commercial and residential use. Nearby emerging schemes have set a precedent for this character of development within the town centre given the efficient use of land and sustainable location. The site could potentially achieve approximately 250 units, with retail/commercial use at the ground floor to maintain an active frontage on the High Street. There may be scope to include the community centre to the south as part of the redevelopment.

### 3. Alternative Site Options Considered and Rejected

The table below sets out the reasonable alternative sites considered for allocation through the site selection process. A justification for their exclusion is included within the table, however more detailed information is set out in the comprehensive site assessment forms from the site selection process. Sites located within the **Green Belt** are in **bold**.

Summary site assessment sheets for each rejected site are included from page 88 onwards.

Site ID	Site	Town	Reasoned Justification for exclusion
AC3/001	Lakeside, Chertsey Road	Sunbury	<b>Within a strategically important swathe of Green Belt. Negative environmental impacts identified.</b>
AC3/008	Field to rear of Meadhurst Primary School, Feltham Hill Road	Ashford	<b>Whilst the site is weakly performing Green Belt, it is the only playing field for Meadhurst Primary School.</b>
AE3/005	28-44 Feltham Road	Ashford	The site was previously allocated in the Core Strategy and Policies DPD for post 2024 but recently granted permissions indicate that the site will remain in economic uses for the foreseeable future. Retain in SLAA as windfall.
AS1/001	Tesco Extra, Town Lane	Stanwell	Limited benefits identified from an allocation. Retain in SLAA as windfall. Any development would need to resist the loss of the existing retail use.
AS1/004	Happy Landing PH, Clare Road	Stanwell	Limited benefits identified from an allocation and non-strategic nature. Retain in SLAA as windfall.
AS1/008	Ashford Hospital (East Yard), Town Lane	Ashford	Planning application submitted 26/07/19. Review if permission is not granted.
AS2/001	Ashford Youth Club, Kenilworth Road	Ashford	Limited benefits identified from an allocation as only a small yield from redevelopment.
AS2/002	Works adjacent to Harrow Road	Ashford	The site has not yet been confirmed as available and the existing commercial uses on site perform an important function for small scale business in the Borough. It therefore considered unnecessary to allocate the site for residential use at this stage. Retain in SLAA as windfall.

Site ID	Site	Town	Reasoned Justification for exclusion
AS2/003	648 (Garage) London Road	Ashford	Limited benefits identified from an allocation and non-strategic nature. Retain in SLAA as windfall.
AS2/004	Land south of London Road and north of Stanwell Road	Ashford	<b>Weakly performing Green Belt but a large proportion of the land is occupied by school playing fields.</b>
AT1/010	Harper House, Fordbridge Road	Ashford	Redevelopment would only result in a minor net gain in units.
HS1/003	Land to N of Croysdale Avenue	Sunbury	<b>Performs an important function regarding the wider strategic Green Belt.</b>
HS1/004	Units 1 and 2, Longwood Business Park, Fordbridge Road	Sunbury	<b>Flooding issues and important to the wider strategic Green Belt.</b>
HS1/005	Land adjacent to Squires Garden Centre, Halliford Road	Shepperton	<b>Performs an important function regarding the wider strategic Green Belt.</b>
HS1/006	Land at Hazelwood and Upper Halliford Road	Sunbury	<b>Performs an important function regarding the wider strategic Green Belt.</b>
HS1/007	Land at Fordbridge Road	Sunbury	<b>Performs an important function regarding the wider strategic Green Belt.</b>
HS1/008	Land north of Charlton Lane	Sunbury	<b>Performs an important function regarding the wider strategic Green Belt. Possible Crossrail 2 safeguarding.</b>
HS1/009	Bugle Nurseries, 171 Upper Halliford Road	Shepperton	<b>Strongly performing and makes an important contribution to the wider strategic Green Belt.</b>
HS1/013	Sunbury Golf Course, Charlton Lane	Shepperton	<b>Strongly performing Green Belt. Negative Sustainability Appraisal impacts.</b>

Site ID	Site	Town	Reasoned Justification for exclusion
HS1/014	137, Upper Halliford Road	Shepperton	Strongly performing and makes an important contribution to the wider strategic Green Belt.
HS1/015	The Bishop Wand School, Layton's Lane	Sunbury	Recommended for further consideration in Green Belt Assessment 2 but occupied by school.
HS2/003	Land north of Nursery Road	Sunbury	Site removed due to concerns about availability.
LS1/001	Linton Place, New Road	Shepperton	Strongly performing Green Belt.
LS1/002	Land off Shepperton Road	Shepperton	Significant flood risk and loss of agricultural land.
LS1/003	Land and Works off Littleton Lane A, Shepperton Road	Shepperton	Outside of 250m buffer around urban area and predominantly within flood zone 3b.
LS1/004	Land off Staines Road	Staines	Strongly performing Green Belt and flood risk.
LS1/005	Land east of Charlton Road	Sunbury	SNCI designation and makes an important contribution to the wider strategic Green Belt.
LS1/008	Staines Road Farm (Southern Site), Laleham Road	Shepperton	Strongly performing Green Belt.
LS1/015	Staines Road Farm (Main Site), Laleham Road	Shepperton	Strongly performing Green Belt.
LS1/016	Land North of B376, Shepperton Road	Laleham	Strongly performing and makes an important contribution to the wider strategic Green Belt.
LS1/018	Land around Manor Farm (south/east of Charlton Road), Charlton Road	Shepperton	Performs an important function regarding the wider strategic Green Belt. Limited sustainability of location.



Site ID	Site	Town	Reasoned Justification for exclusion
LS1/019	Land west Charlton Lane	Shepperton	<b>Strongly performing and makes an important contribution to the wider strategic Green Belt. Limited sustainability of location.</b>
LS2/001	Shepperton Studios, Studios Road	Shepperton	<b>Outline planning permission granted. Review impacts of development in future Local Plan.</b>
LS2/004	The Bull, 152 Laleham Road	Shepperton	Availability not confirmed. Limited benefits identified from an allocation and non-strategic nature. Retain in SLAA as windfall.
LS2/008	Land north of Laleham Road	Shepperton	<b>Recommended for further consideration in Green Belt Assessment 2 but occupied by recreation land.</b>
LS3/005	404-412, Staines Road West	Ashford	Availability not confirmed. Limited benefits identified from an allocation and non-strategic nature. Retain in SLAA as windfall.
LS3/007	Laleham Allotments and Recreation Ground, The Broadway	Laleham	<b>Recommended for further consideration in Green Belt Assessment 2 but occupied by allotments and recreation land.</b>
LS3/008	Laleham Park, Shepperton Road	Laleham	<b>Recommended for further consideration in Green Belt Assessment 2 but occupied by recreation land.</b>
RL1/001	Staines Ex Servicemen Club, 6, Laleham Road	Staines	Limited benefits identified from an allocation and non-strategic nature. Retain in SLAA as windfall.
RL1/006	43-44 Thames side	Staines	Flood risk and availability not confirmed.
RL1/008	Land to Rear of Ashford Road	Staines	<b>Strongly performing and makes an important contribution to the wider strategic Green Belt. Restoration anticipated in future from previous mineral workings.</b>

Site ID	Site	Town	Reasoned Justification for exclusion
RL1/009	Waterside Nursery Limited, Staines Road	Laleham	<b>Strongly performing and makes an important contribution to the wider strategic Green Belt.</b>
SC1/006	Tesco Extra, Escot Road	Sunbury	Limited benefits identified from an allocation. Retain in SLAA as windfall. Any development would need to resist the loss of the existing retail use.
SC1/009	Land to the North of M3 J1,	Sunbury	<b>Makes an important contribution to the wider strategic Green Belt. Site considered unsuitable for residential use.</b>
SC1/010	Land East of Groveley Road and Vicarage Road	Sunbury	<b>Strongly performing and makes an important contribution to the wider strategic Green Belt.</b>
SC1/012	Sunbury One, Brooklands Close	Sunbury	Limited benefits identified from an allocation. Retain in SLAA as windfall.
SC1/014	r/o 2-32 Escot Road/ Spelthorne Grove	Sunbury	Site performs a recreation role.
SE1/014	Land to SE of Hanworth Road	Sunbury	<b>Makes an important contribution to the wider strategic Green Belt.</b>
SE1/015	Kempton Park, Staines Road East	Sunbury	<b>Strongly performing and makes an important contribution to the wider strategic Green Belt.</b>
SH1/003	Land off Littleton Lane B	Shepperton	<b>Significantly constrained by flood risk.</b>
SH1/004	Land off Thameside	Staines	<b>Significantly constrained by flood risk.</b>
SH1/016	Land North of Renfree Way	Shepperton	<b>Significantly constrained by flood risk.</b>

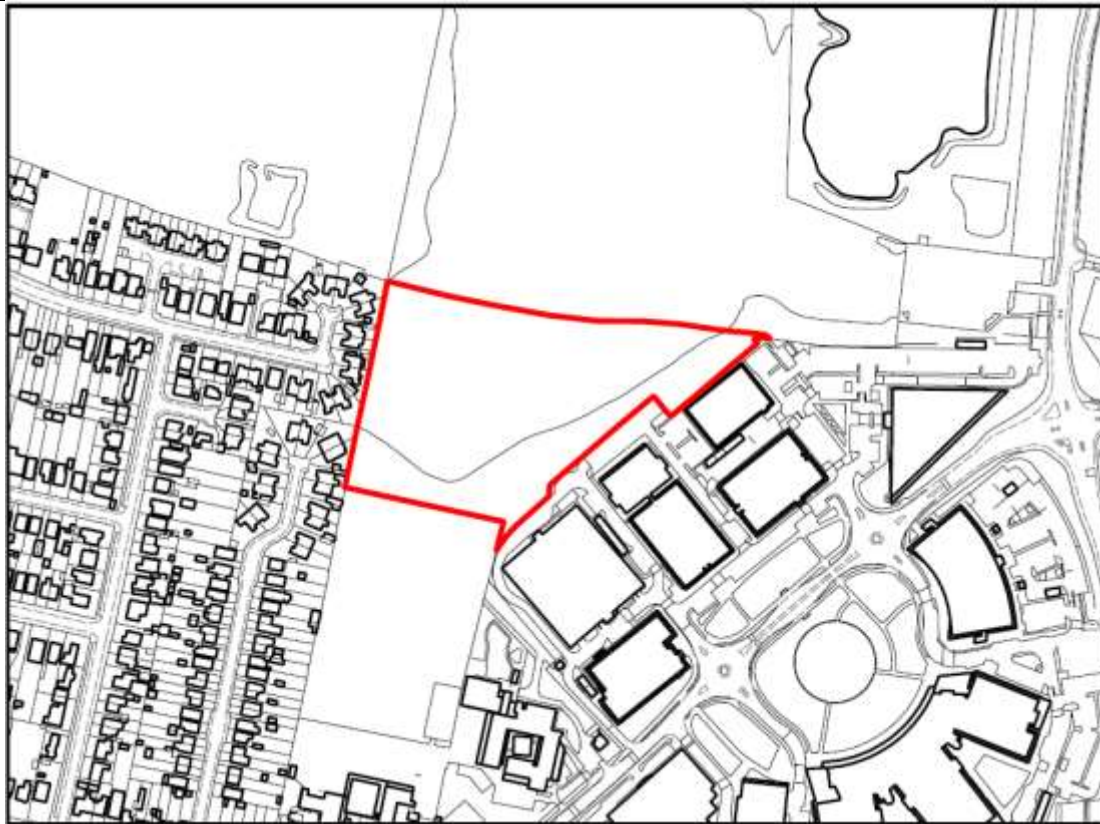
Site ID	Site	Town	Reasoned Justification for exclusion
SH3/004	Shepperton Autoway, Walton Bridge Road	Shepperton	Limited benefits identified from an allocation. Retain in SLAA as windfall.
SN1/002	Camgate Centre, Long Lane	Stanwell	Limited benefits identified from an allocation. Not suitable for residential use and in commercial use already.
<b>SN1/003</b>	<b>Land at Stanwell Farmhouse, Bedfont Road</b>	<b>Stanwell</b>	<b>Strongly performing and makes an important contribution to the wider strategic Green Belt.</b>
<b>SN1/004</b>	<b>Land at Birch Green/Staines Pumping Station (Site A), Stanwell Moor Road</b>	<b>Staines</b>	<b>Makes an important contribution to the wider strategic Green Belt.</b>
<b>SN1/007</b>	<b>Land at Green Acre Farm, Bedfont Road/Clare Road</b>	<b>Stanwell</b>	<b>Strongly performing and makes an important contribution to the wider strategic Green Belt. Contamination on site.</b>
<b>SN1/008</b>	<b>Land south of Southern Perimeter Road,</b>	<b>Stanwell</b>	<b>Strongly performing and makes an important contribution to the wider strategic Green Belt.</b>
<b>SN1/009</b>	<b>Land at Poyle Meadows, Horton Road</b>	<b>Stanwell Moor</b>	<b>Designated SSSI.</b>
<b>SN1/014</b>	<b>Mentone Farm, Bedfont Road</b>	<b>Stanwell</b>	<b>Partly strongly performing Green Belt. The site is however already in commercial use so there may be limited benefits for allocating for a similar use.</b>
<b>SN1/016</b>	<b>Town Lane Recreation Ground, Town Lane</b>	<b>Stanwell</b>	<b>Recommended for further consideration in Green Belt Assessment 2 but occupied by recreation land.</b>
SN2/001	Minerva House, Minerva Close	Stanwell Moor	Limited benefits identified from an allocation and non-strategic nature. Retain in SLAA as windfall.
<b>SN2/002</b>	<b>Hope Inn, Hithermoor Road</b>	<b>Stanwell Moor</b>	<b>Unsustainable location and noise contour impacts. Partly within Green Belt but weakly performing.</b>

Site ID	Site	Town	Reasoned Justification for exclusion
SN2/003	Land north of Horton Road	Stanwell Moor	The site makes an important contribution to the wider strategic Green Belt.
SN2/004	Land to rear of Hithermoor and Horton Road	Stanwell Moor	Multiple ownerships and neighbouring Oak Leaf Farm which is likely to be a 'bad neighbour'. Noise impacts from proximity to Airport.
SN2/005	Hithermoor Farm, Farm Way	Stanwell Moor	Unsustainable location.
SN4/001	Land at Spout Lane	Stanwell	Strategic Green Belt and already in commercial use so limited benefit from allocating site.
ST1/004	193 London Road	Staines	Commercial use – mixed use not compatible with existing.
ST1/006	233-269 London Road	Staines	Commercial use – mixed use not compatible with existing.
ST1/012	Masonic Hall and Old Telephone Exchange site, Elmsleigh Road	Staines	Considered within ST4/009 as within site boundary.
ST1/013	Land at Vicarage Road, Wraysbury Road	Staines	Less important Green Belt but allocated as flood storage compensation for previous development. Flood risk on site.
ST1/014	Thames Water Training Centre, Coppermill Road	Wraysbury	Unsustainable location and designated SNCI. Moderately performing Green Belt.
ST1/015	Land at Birch Green/ Staines Pumping Station (Site B), London Road	Staines	The site makes an important contribution to the wider strategic Green Belt. Air and noise pollution issues.
ST1/016	Land at Birch Green/ Staines Pumping Station (Site C), London Road	Staines	The site makes an important contribution to the wider strategic Green Belt. Air and noise pollution issues.
ST1/017	Hengrove Farm, London Road	Staines	Strongly performing Green Belt.

Site ID	Site	Town	Reasoned Justification for exclusion
ST1/036	Universal Tyre Co Ltd, Laleham Road	Staines	Limited benefits identified from an allocation and non-strategic nature. Retain in SLAA as windfall.
ST2/003	Spelthorne Leisure Centre and adjoining playing field, Knowle Green	Staines	Not available for housing redevelopment.
ST2/005	Friendship House, 49-51, Gresham Road	Staines	Limited benefits identified from an allocation and non-strategic nature. Retain in SLAA as windfall.
ST2/008	Staines Tinware, Langley Road	Staines	Limited benefits identified from an allocation and non-strategic nature. Retain in SLAA as windfall.
ST3/003	Land off, Pullmans Place	Staines	Limited benefits identified from an allocation and non-strategic nature. Retain in SLAA as windfall.
ST3/008	Burma House, Station Path	Staines	Limited benefits identified from an allocation and non-strategic nature. Retain in SLAA as windfall.
<b>ST3/013</b>	<b>Moormede Open Space, Waters Drive</b>	<b>Staines</b>	<b>Recommended for further consideration in Green Belt Assessment 2 but occupied by recreation land.</b>
ST4/018	Land to rear of Staines Town Hall, Market Square	Staines	Limited benefits identified from an allocation and non-strategic nature. Retain in SLAA as windfall.



<b>Site ID</b>	AC3/001	<b>Site Name</b>	Lakeside, Chertsey Road, Sunbury
<b>Area (ha)</b>	2.29	<b>Location</b>	Green Belt



### Summary

The site is occupied by a recreation ground used by BP employees. The surrounding area is a mix of residential to the west and south and the BP offices to the east. The site sits within a large swathe of Green Belt which runs northwards into the London Borough of Hounslow.

The site is considered unsuitable to take forward as it is identified within a strategically important swathe of Green Belt which is strongly performing in both Stage 1 and 2 of the Green Belt Assessment. The loss of the site would weaken the existing Green Belt which has been identified as strategically important.

The impact on the Green Belt and the environmental impacts are considered to outweigh the delivery of housing which would be limited due to size and nature of the space.

The site forms part of an important area of Green belt and its loss could impact on the integrity of the wider Green Belt as well as having a detrimental impact on landscape.

Discount from consideration – not suitable.

<b>Site ID</b>	AC3/008	<b>Site Name</b>	Field to rear of Meadhurst Primary School, Feltham Hill Road, Ashford
<b>Area (ha)</b>	1.65	<b>Location</b>	Green Belt



### Summary

The site is occupied by a sports field that is part of Meadhurst Primary School. The surrounding area is a mix of residential to the west and south and the BP offices to the east.

Whilst the site is weakly performing Green Belt and an area recommended for further consideration through the Green Belt Assessment Stage 2, it is deemed to be not suitable for development as it is the only playing field for Meadhurst Primary School, in line with the NPPF. As such, the site is discounted from further consideration.

<b>Site ID</b>	AE3/005	<b>Site Name</b>	28-44 Feltham Road, Ashford
<b>Area (ha)</b>	0.47	<b>Location</b>	Urban



### Summary

The site lies on the corner of Feltham Road and School Road (B378) and is to the south of Ashford High Street. The site is occupied by workshops and yards. Permission was granted in 2018 for change of use of part of the site from car sales to car wash.

The site would contribute to the spatial strategy and will have limited environmental impacts. Issues over land ownership are however a concern as part of the site has recently been granted permission to change of use to a viable business and such issues have prevented the site coming forward previously.

Whilst the site is considered suitable for redevelopment, issues remain over its availability, particularly with regards to the continuing economic uses on site. It is therefore discounted from further consideration as an allocation. The site may come forward as windfall development however given the uncertainty over its availability it is not considered appropriate to allocate.



<b>Site ID</b>	AS1/001	<b>Site Name</b>	Tesco Extra, Town Land, Stanwell
<b>Area (ha)</b>	3.6	<b>Location</b>	Urban



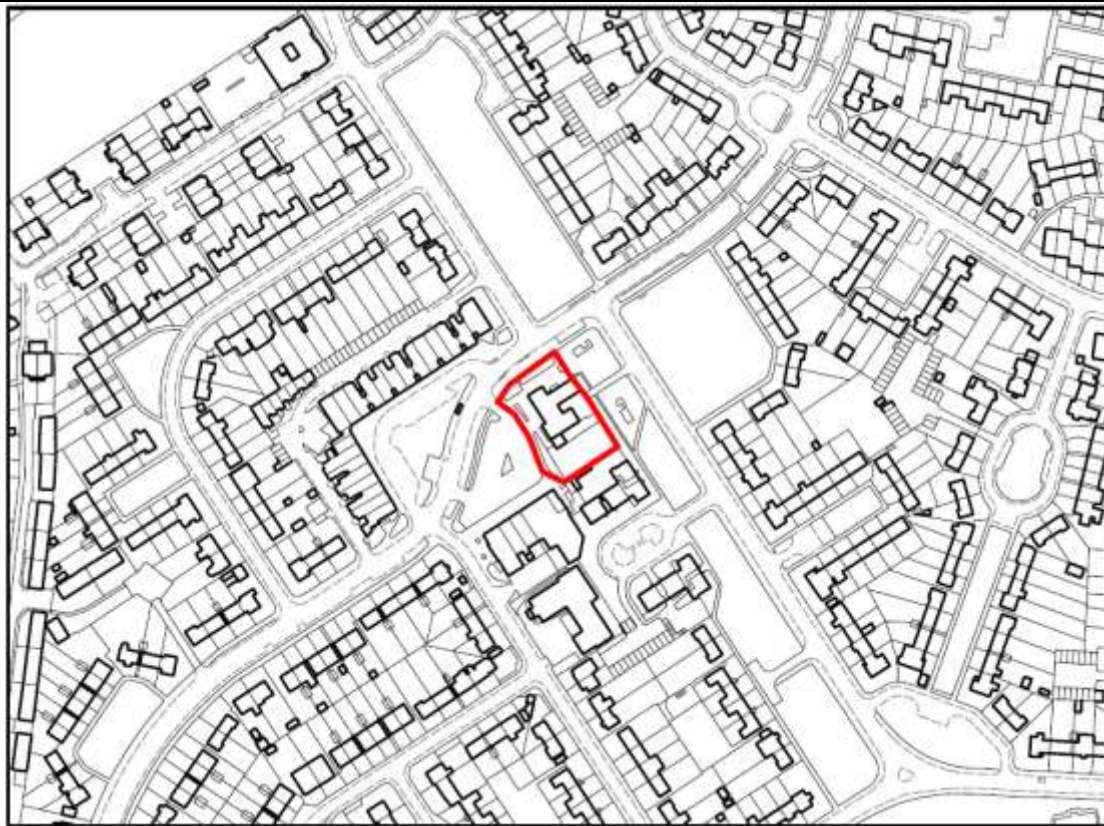
### Summary

Large Tesco superstore with adjoining car park and petrol station, located on land adjacent to Ashford Hospital. Residential dwellings lie to the north and east of the store, with the hospital buildings to the south and Town Lane and the Staines Reservoir bounding the western boundary.

The site is located within the urban area, with residential uses surrounding it. The site is in reasonably close proximity to local services and contributes moderately to the spatial strategy. The site is considered suitable for development and could accommodate high density development if a mixed use scheme is pursued.

Whilst the site is considered suitable for redevelopment, it is not considered necessary to allocate through the Local Plan as limited benefits have been identified from a potential allocation. The site could potentially come through the planning system as windfall development, guided by policies in the Local Plan, without allocation. Any development would need to resist the loss of the existing retail use.

<b>Site ID</b>	AS1/004	<b>Site Name</b>	Sir John Gibson Public House (Formerly Happy Landing), Clare Road, Stanwell
<b>Area (ha)</b>	0.14	<b>Location</b>	Urban



### Summary

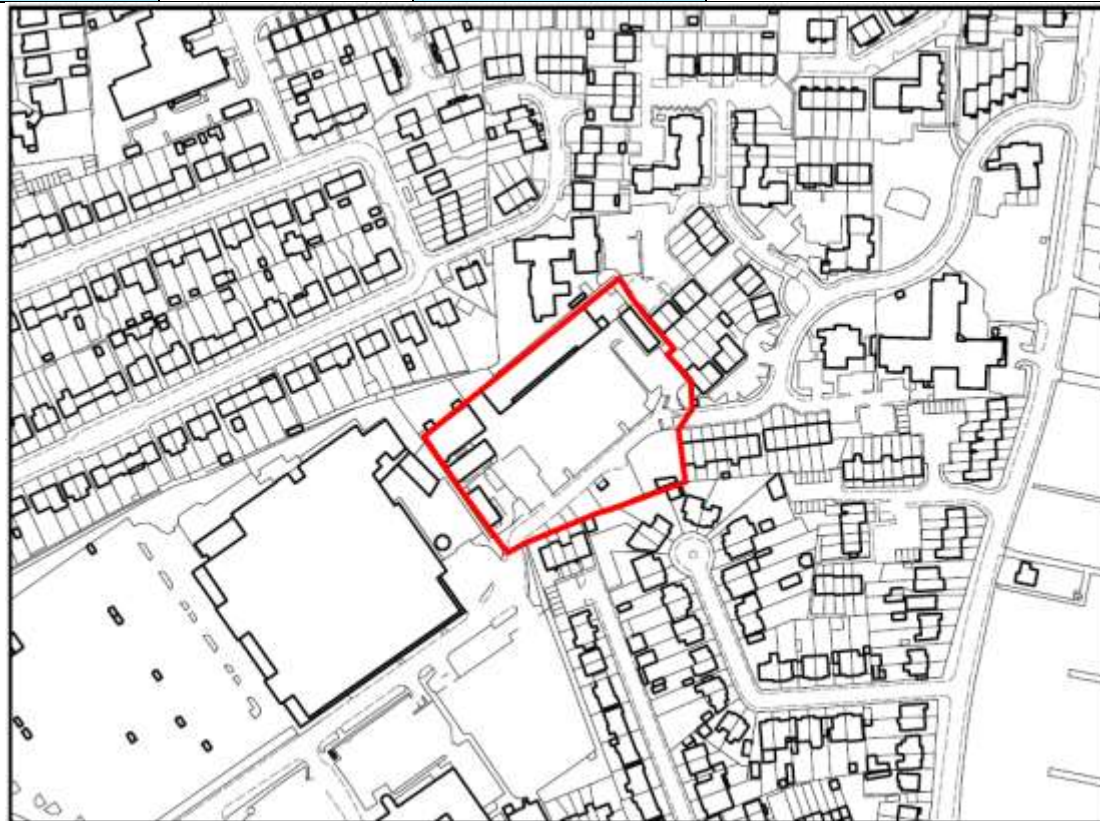
Public House located on Clare Road adjacent to parade of shops. The public house has areas of amenity space immediately adjoin to the north and east. Beyond this there is a large residential area.

The site is located within the urban area of Stanwell. The site is located close to local services and on a main bus route to Staines and Hounslow. As such the site can be considered sustainable, although the nearest rail station is beyond the preferred walking distance. The site is brownfield land which could accommodate medium to high density of residential and so accords with the strategy.

Whilst the site is considered suitable for redevelopment, it is not considered necessary to allocate through the Local Plan as limited benefits have been identified from a potential allocation. The site could potentially come through the planning system as windfall development, guided by policies in the Local Plan, without allocation.



<b>Site ID</b>	AS1/008	<b>Site Name</b>	Ashford Hospital (East Yard), Town Lane, Ashford
<b>Area (ha)</b>	0.8	<b>Location</b>	Urban



### Summary

The site is currently in use as an estates yard associated with Ashford Hospital. The site is occupied by a parking area and several single storey buildings located in the northern part of the site. The site consists of a nursery, estate workshops and staff car parking and is accessed via Victory Close and Town Lane. The wider area is of urban character, with Ashford Hospital located to the south west of the site, with residential development surrounding the site to the north, east and south.

The site is located within the urban area and is deemed suitable for development. The site is in close proximity to existing residential use and could potentially accommodate a notable quantity of housing development. The site generally performs positively in the Sustainability Appraisal with positive impacts on social, economic and some environmental objectives.

Whilst the site is suitable for redevelopment, it is anticipated that the site will come forward prior to the adoption of the new Local Plan, therefore allocation is not required.

<b>Site ID</b>	AS2/001	<b>Site Name</b>	Ashford Youth Club, Kenilworth Road, Ashford
<b>Area (ha)</b>	0.25	<b>Location</b>	Urban



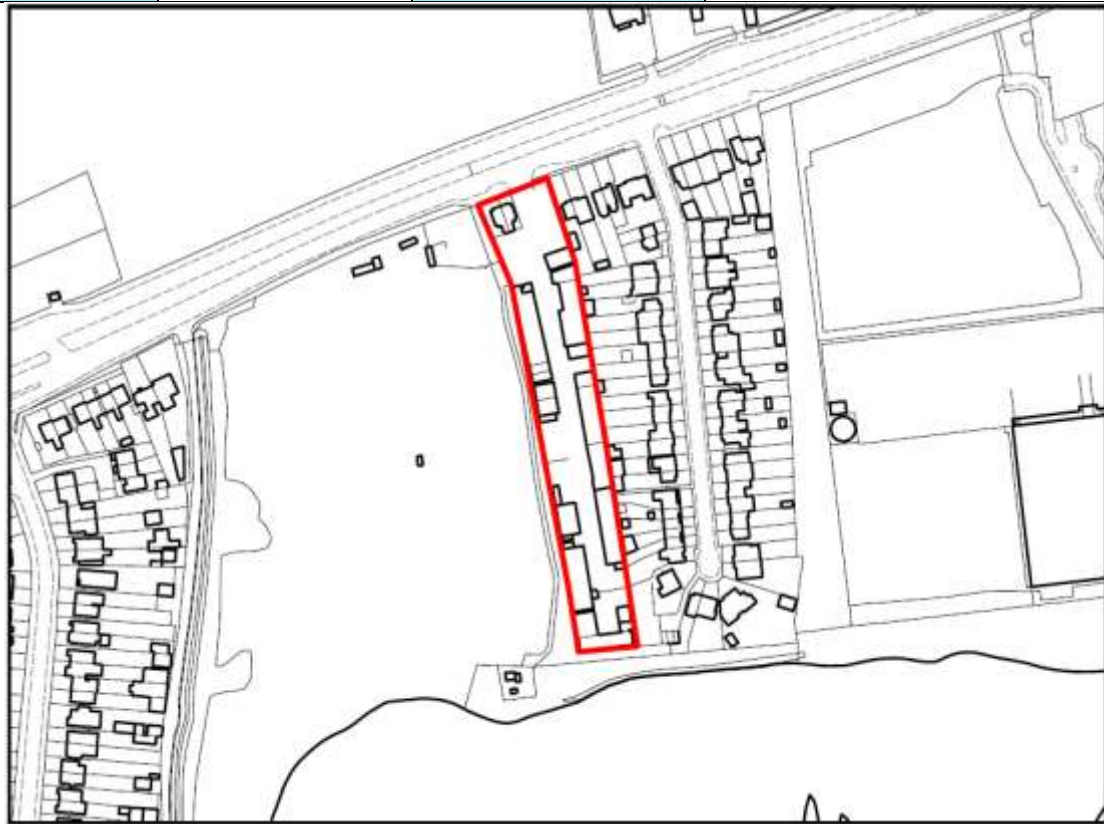
### Summary

The site is currently occupied by a youth club and is located on the end of a residential road. The site is surrounded on all sides by residential development. The site has a single building and amenity space to the rear.

The site is located within an urban location and is deemed suitable for development. The site is in within an area of existing residential use and could provide for a small number of additional units. The site generally performs positively in the sustainability appraisal whilst negative impacts could be mitigated. The existing youth club would require relocating elsewhere, potentially within a nearby school, or could be incorporating onto the site as part of a mixed use scheme.

A mixed use residential and youth club development would offer some benefits, however given the small yield of residential units expected, an allocation is not considered appropriate. The site currently provides open space as part of the youth club which may be substantially reduced if a number of dwellings were to be provided on site. As such it should be discounted.

<b>Site ID</b>	AS2/002	<b>Site Name</b>	Works adjacent to Harrow Road, Ashford
<b>Area (ha)</b>	0.58	<b>Location</b>	Urban



### Summary

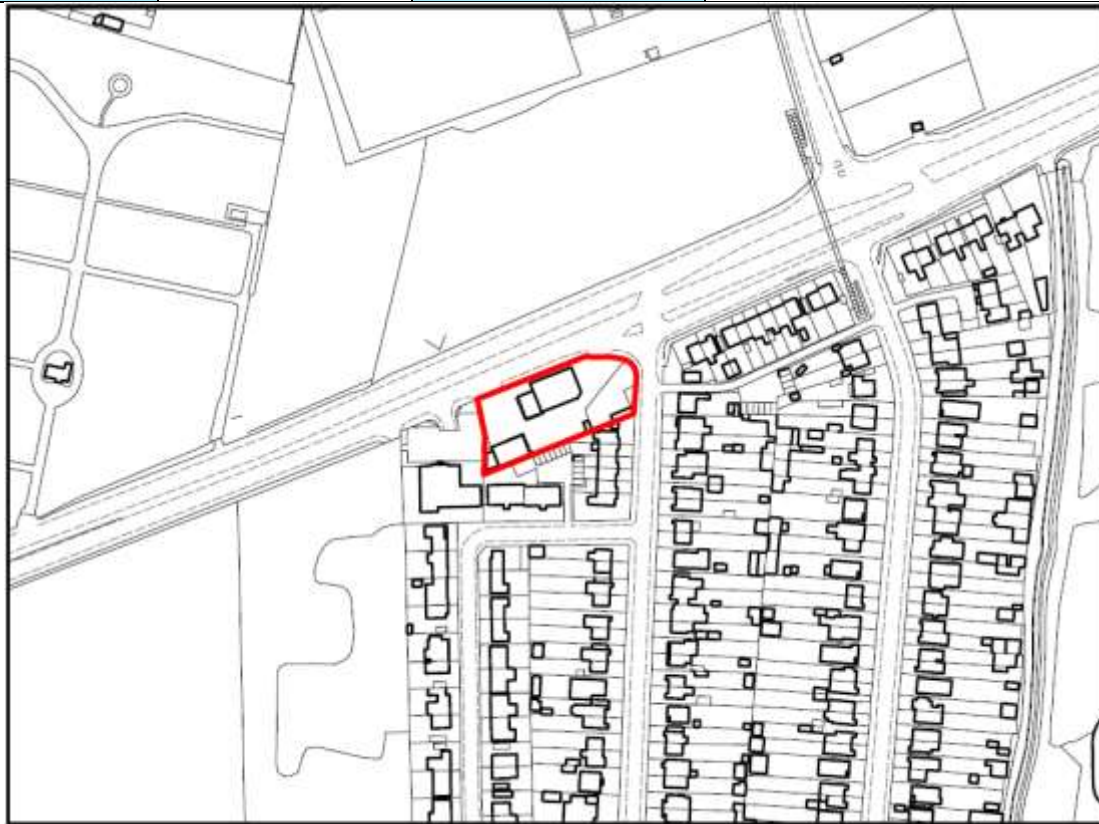
The site is linear and narrow in shape with a short frontage to the A30, bounded by open land to the west and housing to the east. The site is occupied by a range of small older-style workshops for light industrial uses.

The site is located within a semi-urban location and is deemed suitable for development. The site is in close proximity to existing residential use and could potential accommodate high density housing development. The site generally performs positively in the sustainability appraisal whilst negative impacts could be mitigated.

The site has not yet been confirmed as available and the existing commercial uses on site perform an important function for small scale business in the Borough. It therefore considered unnecessary to allocate the site for residential use at this stage. The site could potentially come through the planning system as windfall development, guided by policies in the Local Plan, without allocation.



<b>Site ID</b>	AS2/003	<b>Site Name</b>	(Garage) 648 London Road, Ashford
<b>Area (ha)</b>	0.21	<b>Location</b>	Urban



### Summary

The site is located on the south side of London Road with flats immediately west and south. The site is currently occupied by a garage/ car sales unit.

The wider area is urban in character, with the area south of the A30 built up and the area to the north in use as sports facilities.

The site is located within the urban area, however is detached from the wider settlement of Ashford by a weakly performing parcel of Green Belt. The site is in a predominantly residential area with flats adjacent, indicating that the site could potentially accommodate a similar use, although remediation is likely to be required. The site generally performs well against the sustainability appraisal objectives and negative impacts could be mitigated.

The site is considered suitable for development however limited benefits have been identified from allocating the site due to its non-strategic nature. Availability has yet to be confirmed by its two landowners and it is anticipated that should the site come forward, it could be delivered through the planning process as windfall development, guided by Local Plan policies.

<b>Site ID</b>	AS2/004	<b>Site Name</b>	Land south of London Road and north of Stanwell Road, Ashford
<b>Area (ha)</b>	24	<b>Location</b>	Green Belt



### Summary

The site is a large area of land from London Road to Stanwell Road incorporating Thomas Knyvett College, outdoor recreation linked to the school and St James's school. The site is located on the edge of the Ashford urban area. Part of the area also includes the fields at Edward Way which are allocated in the existing Core Strategy for public open space (A11). This land is used for grazing horses at present with no formal public access. The site was identified as an area for further consideration in the Green Belt Assessment Stage 2.

It is not clear if the schools or the playing fields could be re-provided. Given the amount of land the fields currently occupy, it is expected that this would be extremely unlikely to be re-provided on the existing site. On this basis, the site should be considered unsuitable for development.

Discount from consideration.



<b>Site ID</b>	AT1/010	<b>Site Name</b>	Harper House, 29-31 Fordbridge Road, Ashford
<b>Area (ha)</b>	0.15	<b>Location</b>	Urban

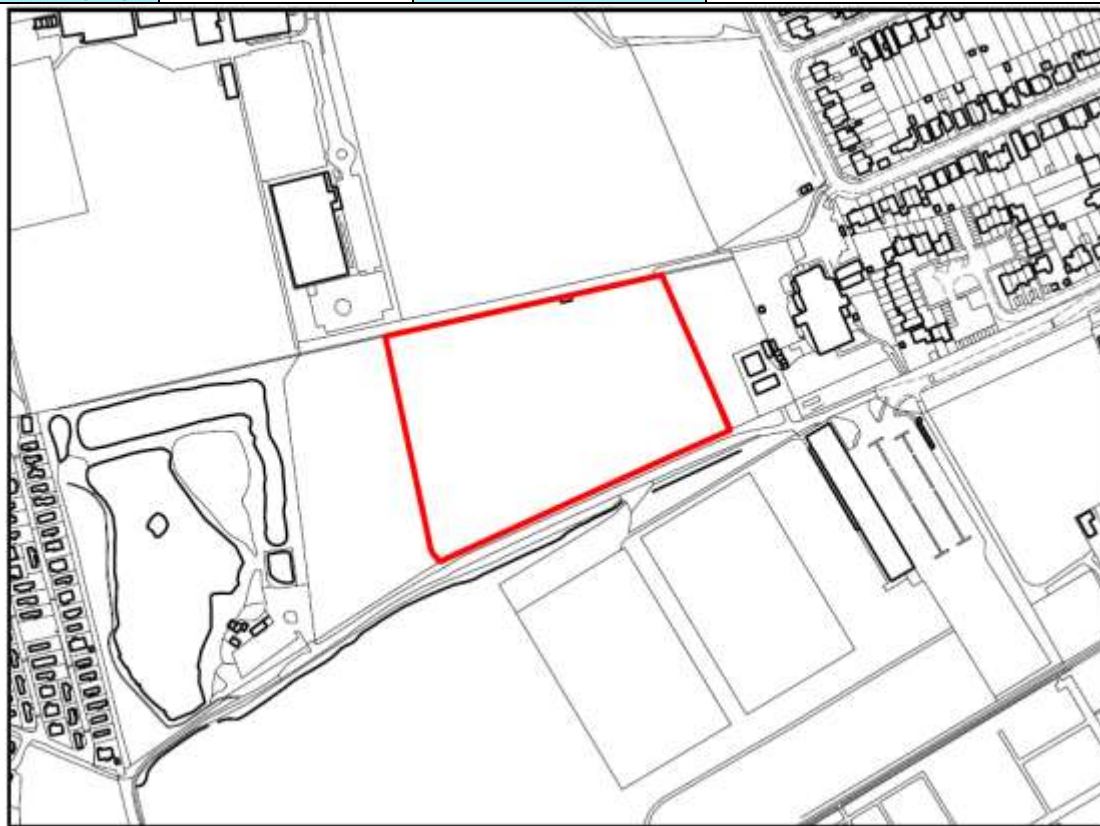


#### Summary

The site is currently occupied by self-contained flats over 2-2.5 storeys, providing accommodation for homeless people. The building fronts Fordbridge Road and is located at the corner of Fordbridge Road and Chesterfield Road. There is a parking area at the front of the site with vehicular access also off Chesterfield Road. The surrounding area is residential in character.

Whilst there are no absolute constraints on site, a certificate of lawfulness was granted in 2016 (16/01120/CLD) on site for 20 self-contained residential units. Whilst the site remains in use as a homeless shelter, each unit possesses its own facilities and is self-contained in nature. On this basis the units are self-contained C3 housing rather than sui generis as a hostel. As such, redevelopment of the site would unlikely result in a net gain in housing therefore assessment or allocation is not required.

<b>Site ID</b>	HS1/003	<b>Site Name</b>	Land North of Croysdale Avenue, Croysdale Avenue, Sunbury
<b>Area (ha)</b>	2.4	<b>Location</b>	Green Belt



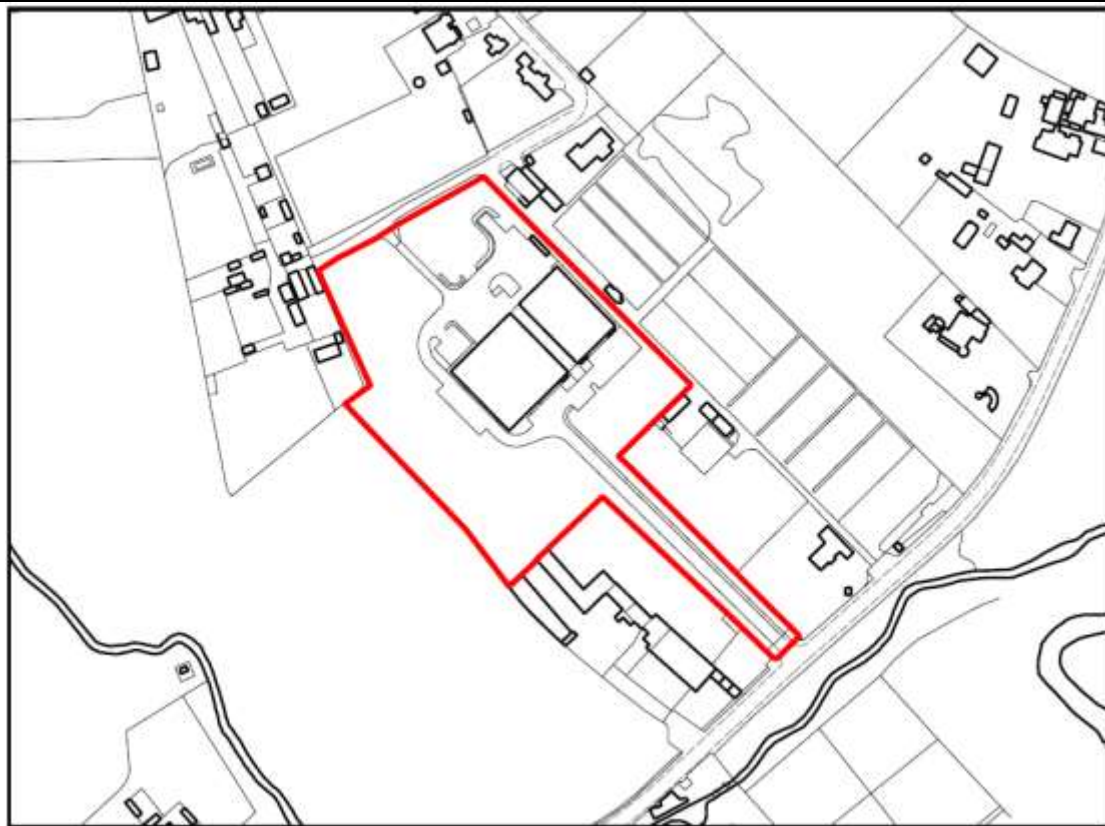
### Summary

The site is a rectangular parcel of unused scrub land with belts of trees and bushes along its northern and southern boundaries. Immediately to the east is the Royal Airforce Cadet Centre with Hawkedale Infant School beyond. The site fronts Croysdale Avenue/Hazelwood Drive to the south with London Irish Rugby Club training grounds on the other side. The area around the site is thus predominantly open and green.

The site is within a reasonably sustainable location, although access to some services could be improved. The site is however strategic Green Belt and release would result in the wider integrity being compromised. The site performs largely negatively at the SA stage due to it being open greenfield land. The site makes some contribution to the preferred spatial strategy however the strategic nature of the Green Belt limits its support.

Given the strategic nature of the site and the importance when viewed in the context of the wider neighbouring Green Belt, the site is considered to play a significant role. The site does not offer many additional advantages, such as infrastructure, and the benefits of housing development on site are not considered to outweigh the impacts of losing Green Belt, therefore the site should be discounted from consideration.

<b>Site ID</b>	HS1/004	<b>Site Name</b>	Units 1 and 2, Longwood Business Park, Fordbridge Road, Sunbury
<b>Area (ha)</b>	2.26	<b>Location</b>	Green Belt



### Summary

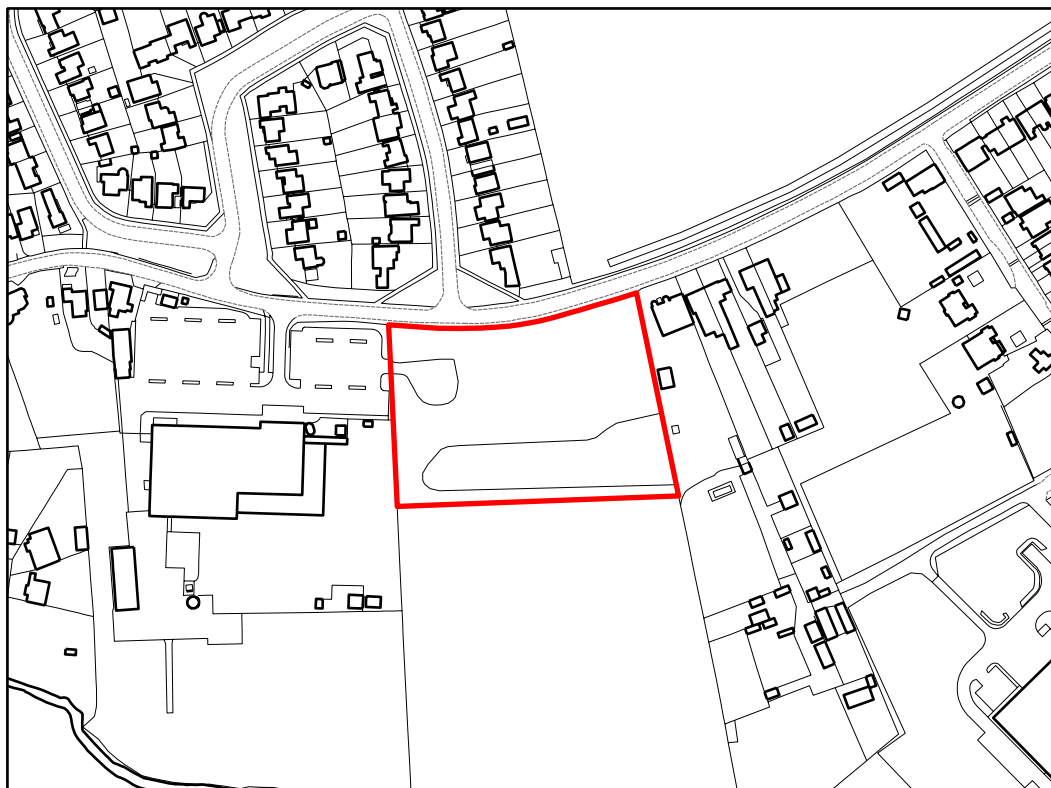
The site is previously developed land in the Green Belt (Longwood Business Park) and comprises two elements: Unit 1 (1.76 ha) and Unit 2 (0.5 ha). The site contains two 2-storey office/warehouse buildings covering approx. 3,100sqm and totalling 6,000sqm over the two storeys. There are 43 car parking spaces on site and a good yard at the back. To the north is residential development whilst a builder's merchant is situated to the south. To the east is a former nurseries and to the west is open land.

The site is moderately performing Green Belt but is approximately 40% previously developed land with existing commercial uses on site. The site does however make an important contribution to the wider strategic Green Belt.

The access road into the site is within flood zone 3b and 3a with the site itself in flood zone 2. As such, the site cannot demonstrate safe access or egress and should not be developed for housing use. The site is not located within a sustainable location with many services beyond preferred maximum walking distances.

Discount from consideration.

<b>Site ID</b>	HS1/005	<b>Site Name</b>	Land adjacent to Squires Garden Centre, Halliford Road, Shepperton
<b>Area (ha)</b>	1.04	<b>Location</b>	Green Belt



### Summary

The site is a rectangular field used as overflow car parking for the adjacent garden centre. The area is predominantly grassed, however, there is a belt of planting along its northern frontage with a more substantial group of trees along its southern boundary.

Squires Garden Centre is located immediately to the west of the site. There is an arable field to the south and a series of residential properties in substantial plots to the east. To the north, on the other side of Halliford Road, is a residential estate.

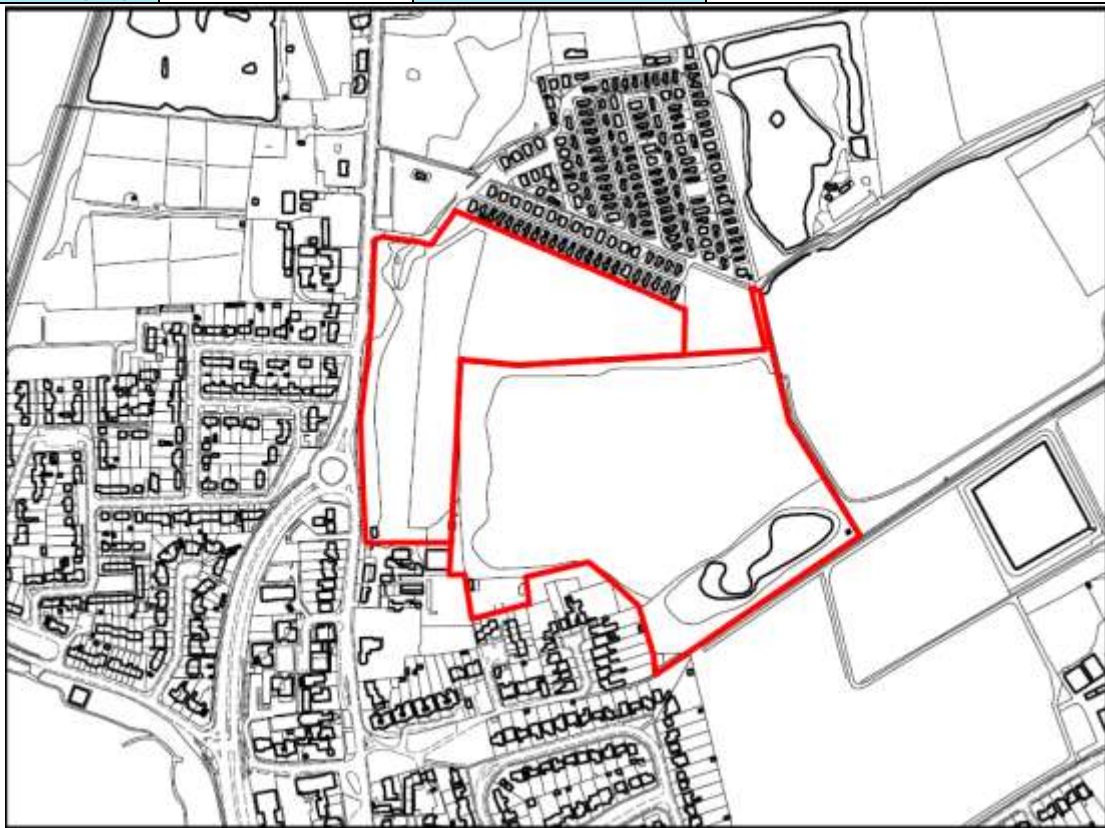
The site performs weakly against the spatial strategy as although it offers the opportunity to meet housing needs, its relatively small size limits the yield and provides minimal opportunities for infrastructure, specialist accommodation or mixed use. The site is also important to the wider strategic Green Belt so goes against this element of the strategy. The site is moderately performing Green Belt at stage 2 but is important to the wider strategic Green Belt. The site is open greenfield so performs negatively against many of the environmental Sustainability Appraisal objectives.

Overall, given the small size of the site, it is considered to offer limited benefits and the loss of strategic Green Belt is not considered to outweigh the gains from a small number of residential units.

Discount from consideration.



<b>Site ID</b>	HS1/006	<b>Site Name</b>	Land at Hazelwood and Upper Halliford Road, Sunbury
<b>Area (ha)</b>	12.48	<b>Location</b>	Green Belt



### Summary

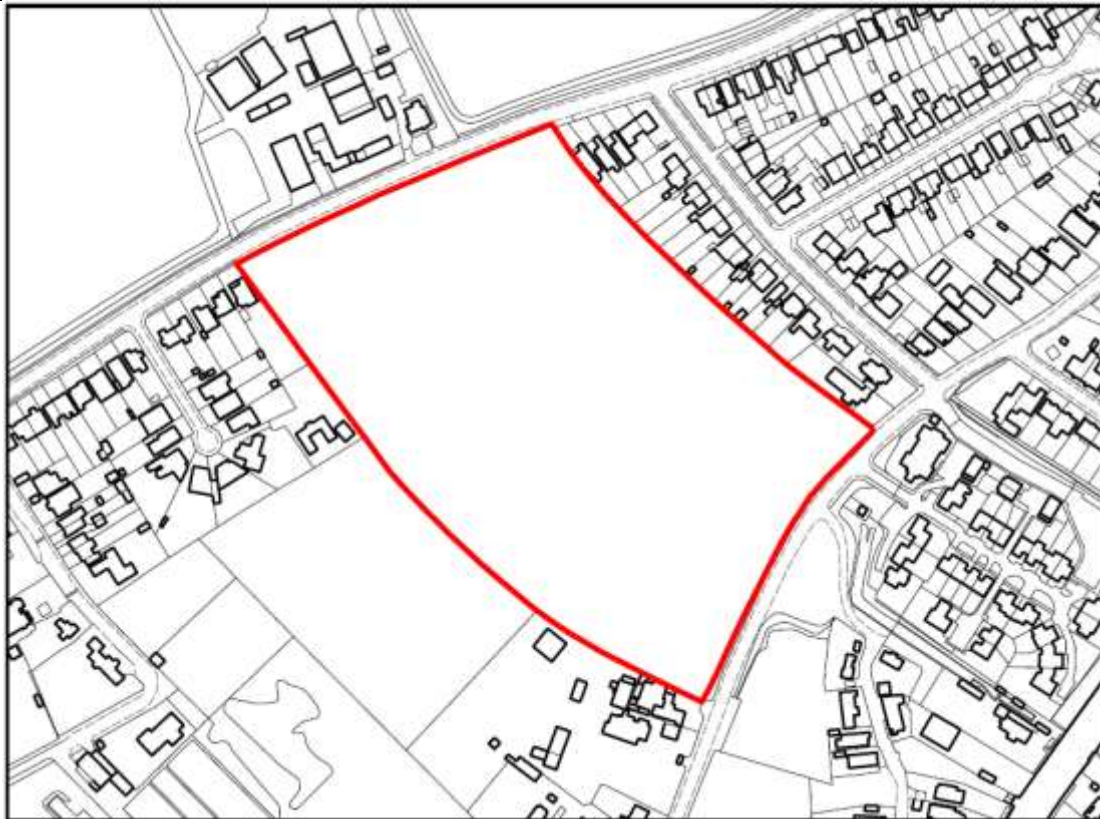
The site comprises two land parcels which sit adjacent to each other but have clear boundaries between them through being heavily treed and vegetated. Both parcels are occupied by open greenfield land.

The site is considered unsuitable to take forward as it is identified within a strategically important swathe of Green Belt which is strongly performing in Stage 1 and in Stage 2 of the Green Belt Assessment and subsequently does not meet the preferred spatial strategy. The loss of the open space will have a significant impact on the immediate adjoining properties of the site in terms of loss of view. The site performed negatively against many of the environmental Sustainability Appraisal objectives as is open greenfield land. It is unclear at this point how access would be achieved into the site and this may need to be contrived. The impact on the Green Belt and the environmental impacts will outweigh the delivery of housing.

Do not take forward for further consideration.



<b>Site ID</b>	HS1/007	<b>Site Name</b>	Land at Fordbridge Road, Sunbury
<b>Area (ha)</b>	4.76	<b>Location</b>	Green Belt



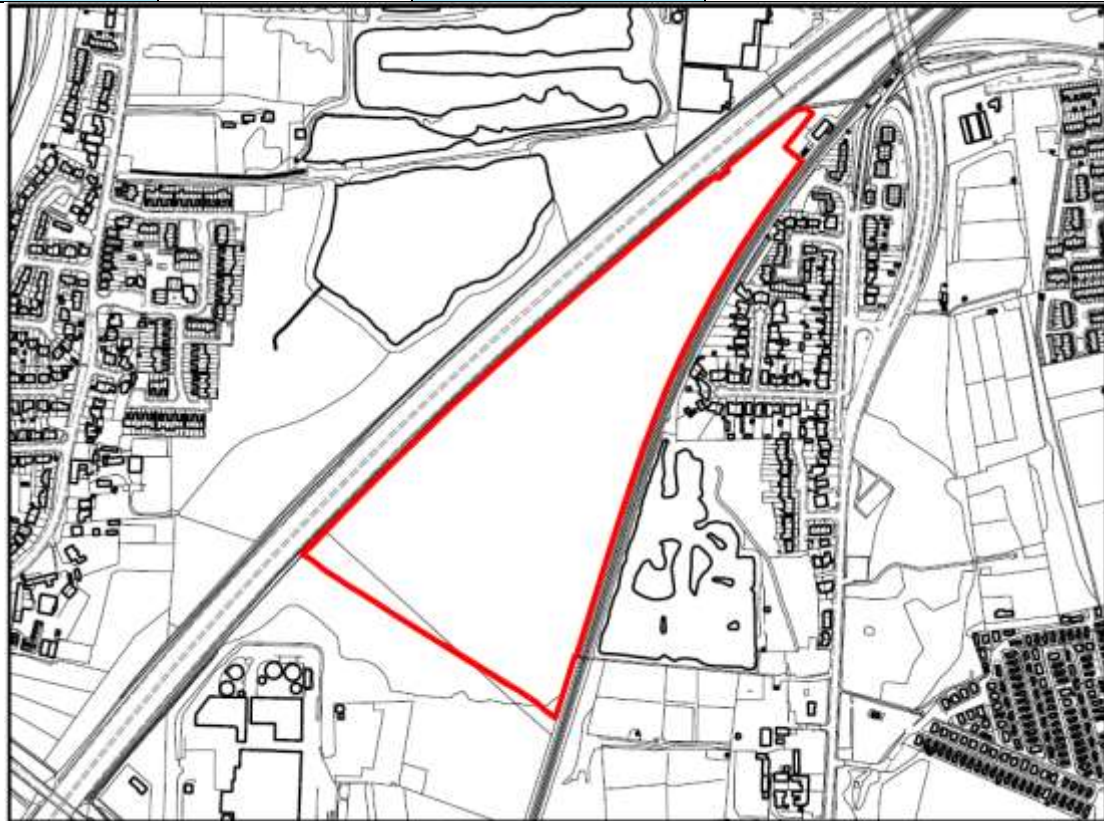
### Summary

The site is a green field which is currently used for agricultural purposes. The site is rectangular in shape and sits between Halliford Road and Fordbridge Road. There are residential properties to the north-east along Loudwater Road.

The site is considered unsuitable to take forward as it is identified within a strategically important swathe of Green Belt which is strongly performing in Stage 1 and Stage 2 of the Green Belt Assessment. The loss of the open space will have a significant impact on the immediate adjoining properties of the site and with a current lack of access. The impact on the Green Belt and the environmental impacts are considered to outweigh the delivery of housing which would be limited due to size and nature of the space.

Do not take forward for further consideration.

<b>Site ID</b>	HS1/008	<b>Site Name</b>	Land north of Charlton Lane, Sunbury
<b>Area (ha)</b>	13	<b>Location</b>	Green Belt



### Summary

The site is a triangular piece of land formerly worked for gravel and tipped with inert material following extraction to reinstate the ground back to land. It is currently used as grazing land. The site is enclosed by the M3 to the north and west and by the Shepperton to London railway line to the south and east. The Charlton Lane Eco Park is situated to the south-west.

The site makes a limited contribution to spatial strategy as housing use is not proposed but this is somewhat dependent upon the type of employment use and whether there is a need in the Borough. There are few to none non-absolute constraints on site. The site performed strongly in the Green Belt Assessment Stage 1 and moderately at Stage 2, although it was identified as playing a fundamental role in the wider strategic Green Belt. In terms of the Sustainability Appraisal, the site scored well against economic objectives but negative impacts were expected against environmental objectives.

Given the site's performance in the Green Belt Assessment and the subsequent impact on the spatial strategy it is not considered appropriate to take it forward for allocation.

Discount from consideration.

<b>Site ID</b>	HS1/009	<b>Site Name</b>	Bugle Nurseries, 171 Upper Halliford Road, Shepperton
<b>Area (ha)</b>	4.75	<b>Location</b>	Green Belt



### Summary

The site is located adjacent to the former Bugle Public Houses which has now been demolished. The site comprises a large area of land used for storage and waste processing with some residential use to the front boundary of the site facing onto Upper Halliford Road. Part of the site is previously developed. A telephone mast is currently located within the centre of the site.

The site is not subject to any major constraints, although it is an area in which waste processing is taking place so Surrey County Council will need to be consulted on any proposals.

The Sustainability Appraisal shows that the site would deliver a substantial number of new homes and would provide the opportunity to meet a mix of community needs including provision of a care home. The site would however result in some negative environmental impacts as it is Green Belt.

The site is identified as part of an area of strongly performing Green Belt through Stages 1 and 2 of the Green Belt Assessment. The site is predominately previously developed land and its current use is considered to be incompatible with the wider local area. However the performance of the site against the Green Belt purposes, its fundamental role in the wider strategic Green Belt and subsequent inconsistency with the spatial strategy is considered to negate its scope for development.

The site being part of a wider area of strongly performing Green Belt is considered to outweigh the opportunity to meet housing needs on the basis that development could weaken the wider strategic Green Belt.

Do not take forward for further consideration.



<b>Site ID</b>	HS1/013	<b>Site Name</b>	Sunbury Golf Club, Charlton Lane, Shepperton
<b>Area (ha)</b>	Site A - 25.5 Site B - 21.5	<b>Location</b>	Green Belt



### Summary

The site is occupied by a golf course which is split into two sites, with the Shepperton rail line splitting the site and a footbridge providing access. Within Site A to the west, the existing clubhouse and ancillary buildings are located together with the course car park. Site B is situated to the east and encompasses a linear pond in the centre and a branch of the River Ash in the south-eastern corner. Trees line the periphery.

The site would provide the opportunity for large scale residential development and to meet a variety of community needs. The site is however part of a significant area of strongly performing Green Belt which performs an important strategic role. Overall development would result in a significant change in the character of the local area which at present is largely rural.

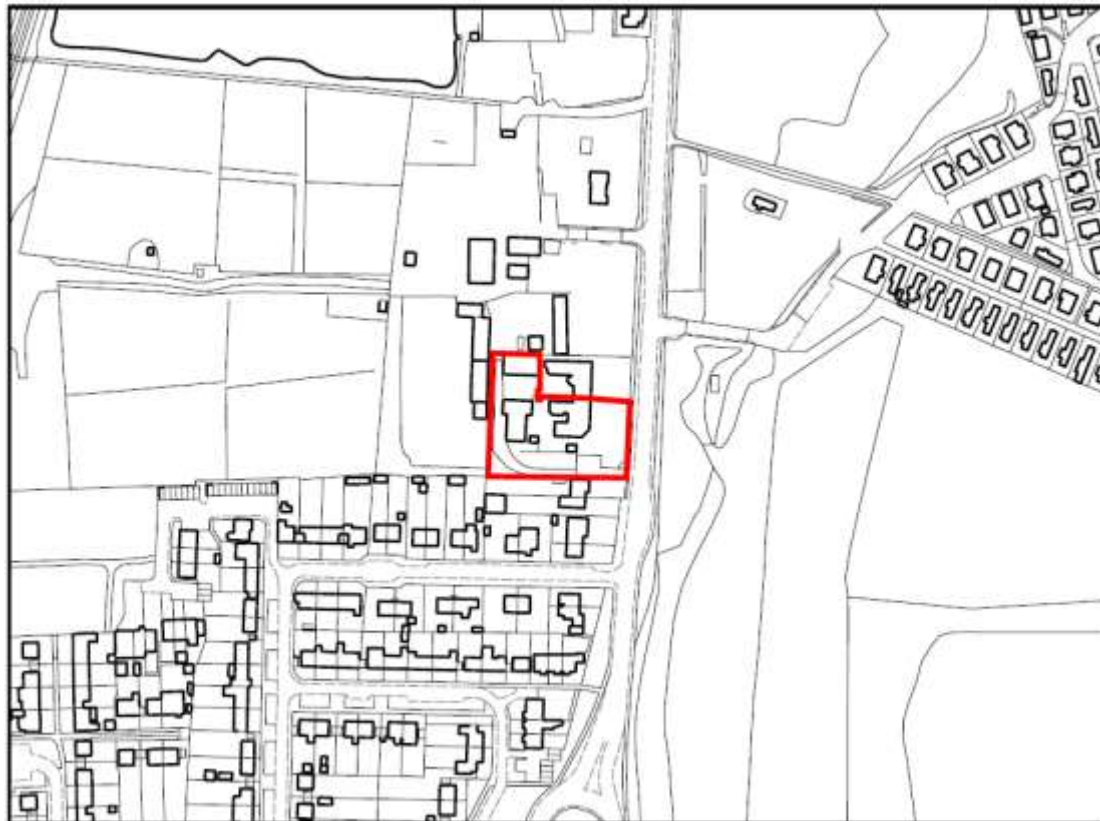
Historic landfill on site would require further investigation with potential costly remediation needed.

The site performs significantly negatively when assessed against the Sustainability Appraisal therefore it should not be pursued. This is particularly in relation to objective 4 on the efficient use of land and objective 8 on landscape character. The benefits of housing yield are not deemed to outweigh the harm to the environment.

Do not take forward for further consideration.



<b>Site ID</b>	HS1/014	<b>Site Name</b>	137 Upper Halliford Road, Shepperton
<b>Area (ha)</b>	0.27	<b>Location</b>	Green Belt



### Summary

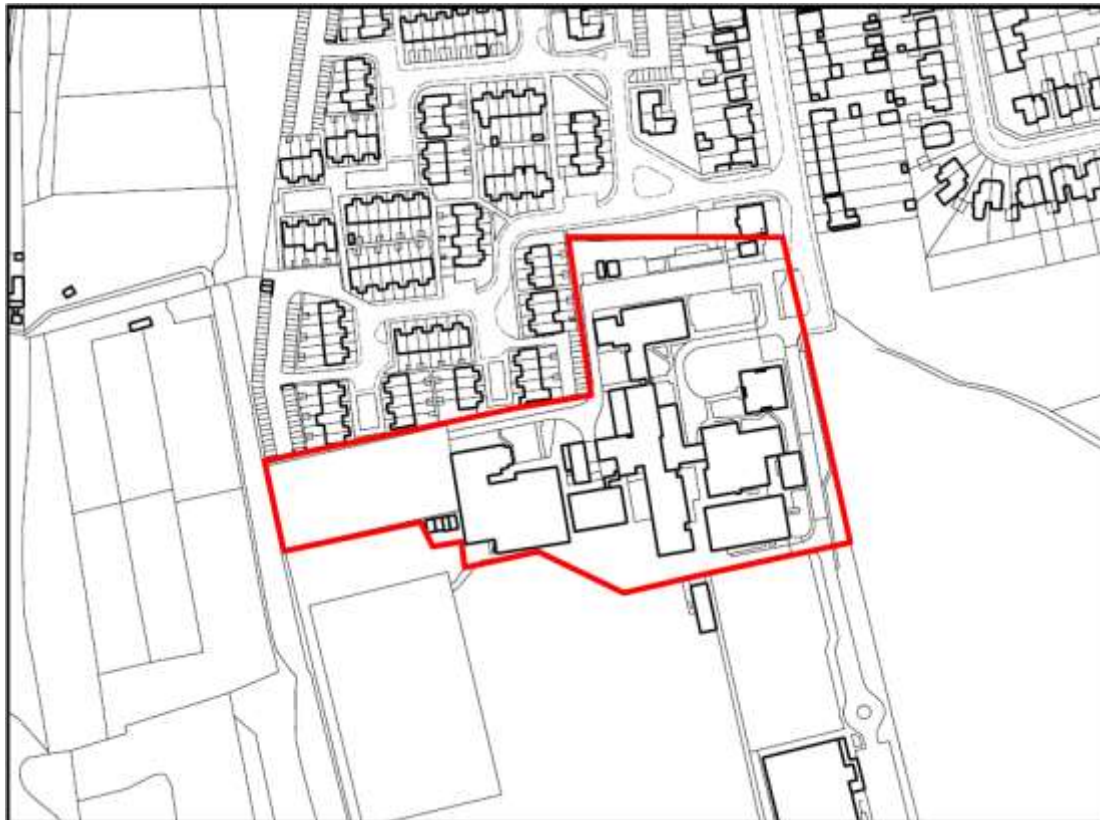
The site is a residential property with a yard and former sheds that were previously part of Bugle nurseries. The site is located adjacent to Upper Halliford Road with residential properties to the south and waste processing and industrial uses associated with the former Bugle nurseries site to the rear.

The site would provide a small number of dwellings which would need to be designed in the context of the semi-urban character. The site is not considered to be particularly sustainable with few local services and bus stops with a 'good' service beyond the preferred maximum walking distance. The site is considered to make a limited contribution to the spatial strategy due to its small size, lack of opportunity to meet community needs and its Green Belt performance. Whilst being previously developed land means this should be prioritised over undeveloped greenfield, the site is within a strongly performing area of Green Belt and is not recommended for further consideration in the Green Belt Assessment. The overall integrity of the Green Belt would be affected negatively.

The site performs negative/neutral against the majority of the Sustainability Appraisal, with few identifiable benefits that outweigh the loss of Green Belt land. Given the strong Green Belt performance of the site it is not recommended for release.

Do not take forward for further consideration.

<b>Site ID</b>	HS1/015	<b>Site Name</b>	The Bishop Wand Church of England School, Layton's Lane, Sunbury
<b>Area (ha)</b>	2.29	<b>Location</b>	Green Belt



### Summary

The site was identified as an area recommended for further consideration through the Green Belt Assessment Stage 2.

There are no absolute constraints on site, however it is occupied by school buildings and not considered suitable or available for redevelopment. The school use should be maintained on site.

Do not take forward for further consideration.

<b>Site ID</b>	HS2/003	<b>Site Name</b>	Land north of Nursery Road, Sunbury
<b>Area (ha)</b>	1.97	<b>Location</b>	Green Belt



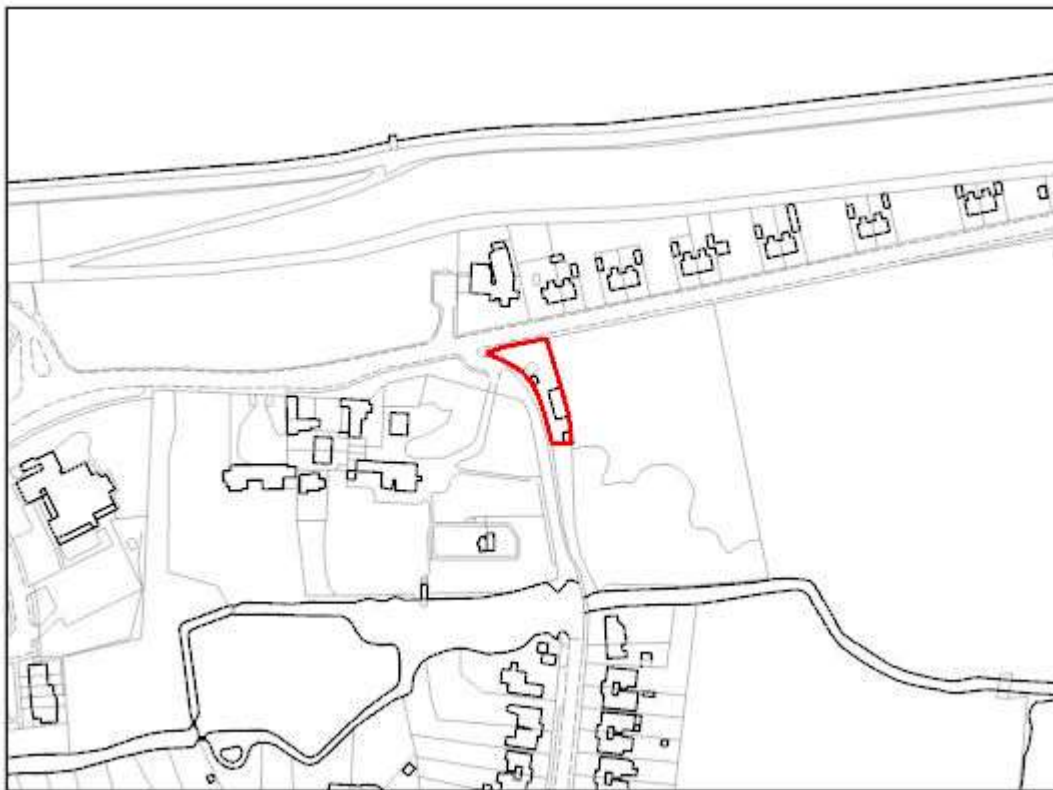
### Summary

The site was identified as an area recommended for further consideration through the Green Belt Assessment Stage 2.

The site makes a moderate contribution to the spatial strategy as is weakly performing Green Belt and could help to meet community needs. The site is also in a reasonably sustainable location. In terms of the Sustainability Appraisal, the site performs well against the housing, wellbeing, sustainable travel and economic growth objectives but poorly against environmental objectives due to it being an undeveloped Green Belt site. The site performed weakly in the Green Belt Assessment Stage 2 and there are not considered to be any overriding non-absolute constraints, however its availability has not been confirmed. As such the site cannot be taken forward at present.

Do not take forward for further consideration.

<b>Site ID</b>	LS1/001	<b>Site Name</b>	Linton Place, New Road, Shepperton
<b>Area (ha)</b>	0.07	<b>Location</b>	Green Belt

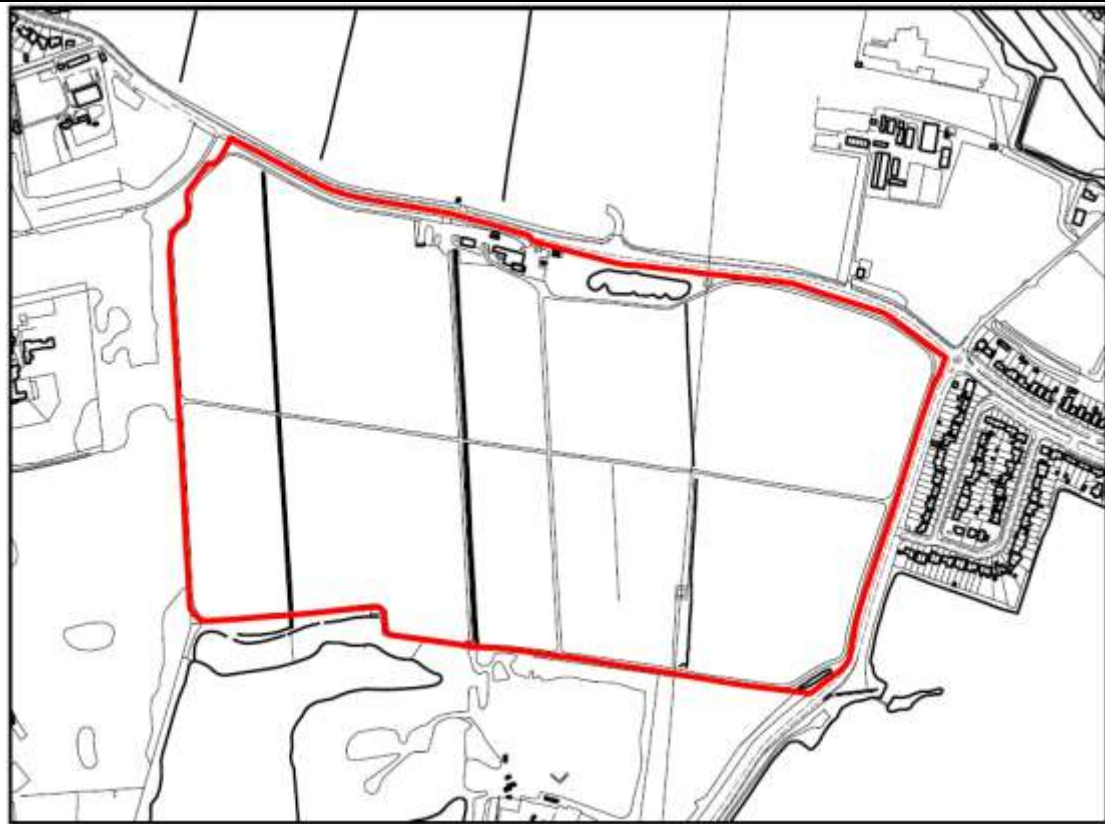


#### Summary of officer conclusions

The site currently has a temporary personal permission for a pitch but permanent permission would secure long term needed gypsy and traveller accommodation in the Borough. The site is however strongly performing Green Belt and plays an important role in the wider Green Belt.

Discount from further consideration.

<b>Site ID</b>	LS1/002	<b>Site Name</b>	Land off Shepperton Road, Shepperton Road, Shepperton
<b>Area (ha)</b>	48	<b>Location</b>	Green Belt



### Summary

The site comprises former mineral workings that have been restored and the land is now in agricultural use.

The site is located close to some local services but others are beyond the preferred maximum walking distance. The site was identified as moderately performing through the Green Belt Assessment stage 1 therefore makes a very modest contribution to the spatial strategy.

Approximately a third of the site is within flood zone 3b, with only a small part of the site within the 250m buffer around the urban area but there is some potential for development on the east side of the site, bounded by Shepperton Road and Littleton Lane. In terms of the Sustainability Appraisal, the site only performed positively against economic objectives.

Overall due to the flood risk on site, loss of agricultural land, Green Belt performance and limited economic benefits it is not considered appropriate to take forward for further consideration.



<b>Site ID</b>	LS1/003	<b>Site Name</b>	Land and Works off Littleton Lane A, Shepperton Road, Shepperton
<b>Area (ha)</b>	15	<b>Location</b>	Green Belt



#### Summary

The site comprises an area of land of varying width between two lakes. It is part of a wider area of semi-active mineral workings. A large portion of the site, which is flat, is occupied by plant, equipment and buildings. Some of these are ancillary to the mineral workings but others are used for recycling and separate industrial uses.

A significant proportion of the site is located within flood zone 3b and it does not fall within the 250m buffer around the urban area. It is therefore considered unsuitable for development and should be discounted from further consideration.

<b>Site ID</b>	LS1/004	<b>Site Name</b>	Land off Staines Road, Staines
<b>Area (ha)</b>	0.55	<b>Location</b>	Green Belt



### Summary

The site is a section of an agriculture field contained by the side boundaries of residential plots to the north and south and fronts onto Staines Road. The field broadens out behind the site to the east.

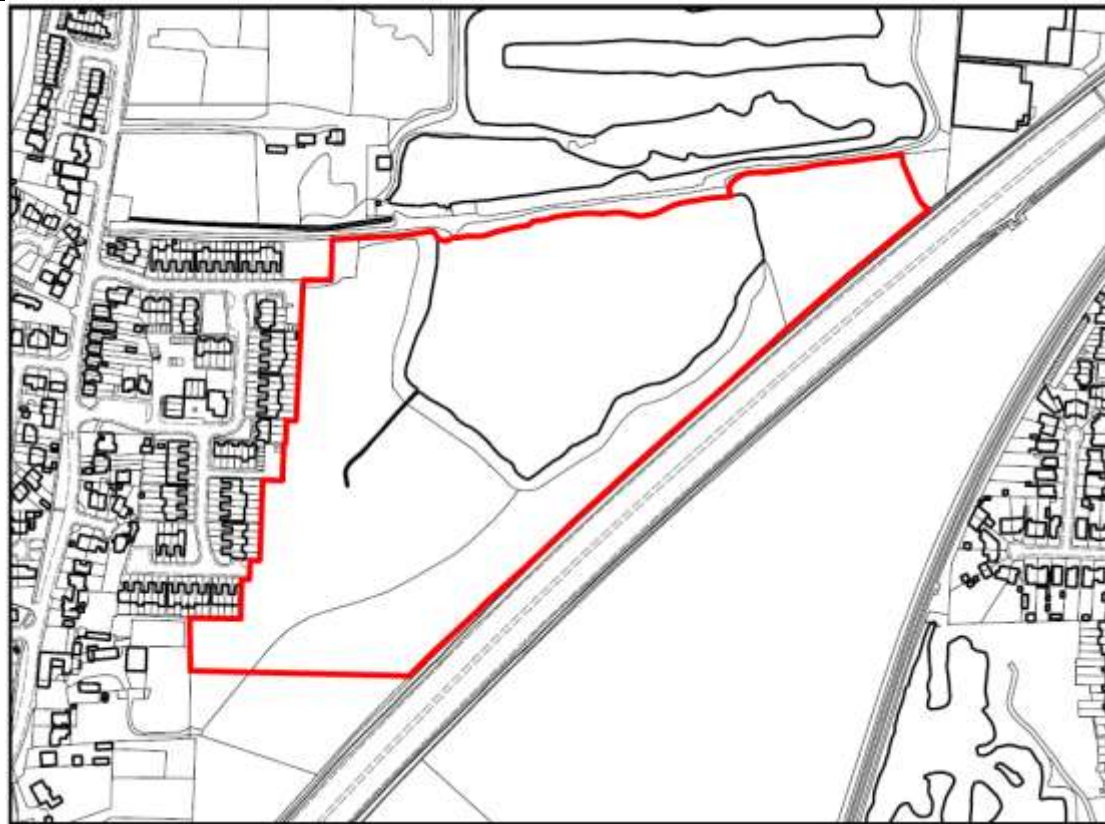
The site makes a minor contribution to the spatial strategy as it is small in scale, is not brownfield land and is strongly performing Green Belt. The site is also located within flood zone 3a and it is considered unlikely that a dry means of escape can be demonstrated. Whilst there are a number of local services within walking distance in Laleham village, some are above the preferred maximum distance and longer journey times to larger service centres are required.

The site is strongly performing Green Belt. If released there are no readily recognisable boundaries separating the site from the rest of the Green Belt. The site is not PDL and performs a somewhat significant visual amenity role. This is particularly important when facing east from Staines Road with views into the rest of the Green Belt. This adds to the sense of openness.

The site is undeveloped greenfield land and as such several negative impacts are expected on the Sustainability Appraisal objectives.

Do not take forward due to flood risk and strategic nature of Green Belt.

<b>Site ID</b>	LS1/005	<b>Site Name</b>	Land east of Charlton Road, Sunbury
<b>Area (ha)</b>	10.4	<b>Location</b>	Green Belt



### Summary

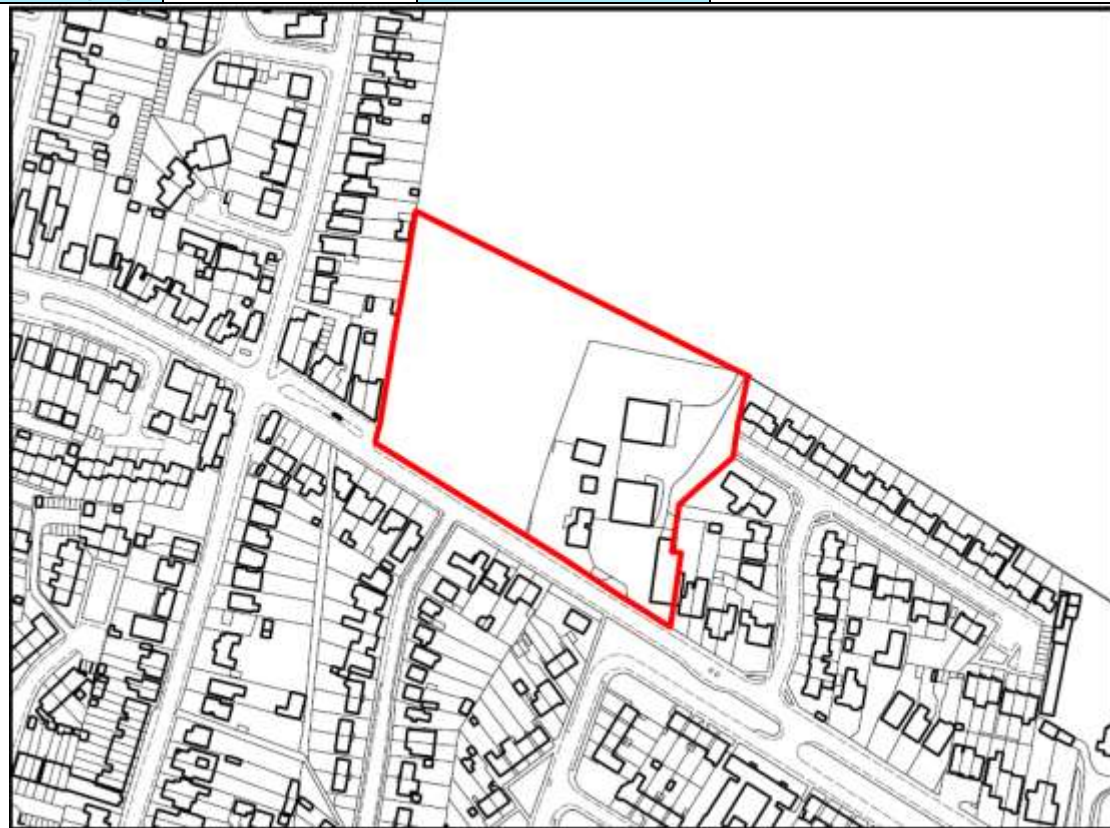
Land formerly worked for gravel and partially tipped with inert material following extraction to reinstate the ground of approximately 5.8 ha back to land with the balance 3.6 ha left as a water body. Site currently used as grazing land. The M3 runs to the south of the site, with a water body to the north and residential uses and farmland to the south and west.

56% of the site is designated as a Site of Nature Conservation Importance therefore development will be constrained in this area and should not be pursued. The western portion of the site is not designated as an SNCI however performs a visual amenity role for properties along Hetherington Road and development would substantially alter views. The site contributes somewhat to the spatial strategy as it will provide housing at potentially high densities. The site is however moderately performing Green Belt and is considered important to the wider strategic Green Belt. In terms of the Sustainability Appraisal, the site is deemed to have positive impacts on housing provision, well-being and short term job creation. Development will negatively impact the environment, particularly regarding land use, pollution, biodiversity, landscape, emissions, and water. The site is not considered to be well connected to local services or sustainable modes of transport.

Given the constraints on site, in relation to the SNCI and contribution to the strategic Green Belt, the site should not be taken forward.



<b>Site ID</b>	LS1/008	<b>Site Name</b>	Staines Road Farm (Southern Site), Laleham Road, Shepperton
<b>Area (ha)</b>	1.6	<b>Location</b>	Green Belt



### Summary

The site occupies a plot fronting onto Laleham Road and part of the site contains farm buildings, although agriculture uses are excluded from the NPPF definition of previously developed land, and the remainder is open greenfield. The site is surrounded on three sides by predominately residential development with a small mix of retail units along the eastern boundary. To the north of the site is a vast expanse of Green Belt land that leads up to Charlton Lane.

The site is considered to be in a reasonably sustainable location, is close to local services and there are few non-absolute constraints. The site somewhat contributes to the spatial strategy as would provide the opportunity for housing provision, however it is strongly performing Green Belt so is at odds with this element. The release of the site from the Green Belt could potentially harm its wider integrity with no defensible boundaries present. The site only performs positively against housing objectives through the Sustainability Appraisal, with some minor short term construction benefits. All other scores were neutral or negative.

Site not considered appropriate to take forward due to performance against Green Belt purposes. Whilst the site would perform some infilling function, there are no defensible, permanent or readily recognisable boundaries identified on site.

<b>Site ID</b>	LS1/015	<b>Site Name</b>	Staines Road Farm (Main Site), Laleham Road, Shepperton
<b>Area (ha)</b>	37	<b>Location</b>	Green Belt



### Summary

Extensive area of land, previously a minerals site. The site is now open greenfield and is in agricultural use. Staines Road Farm is situated in the south of the site, with various outbuildings and the main farmhouse present.

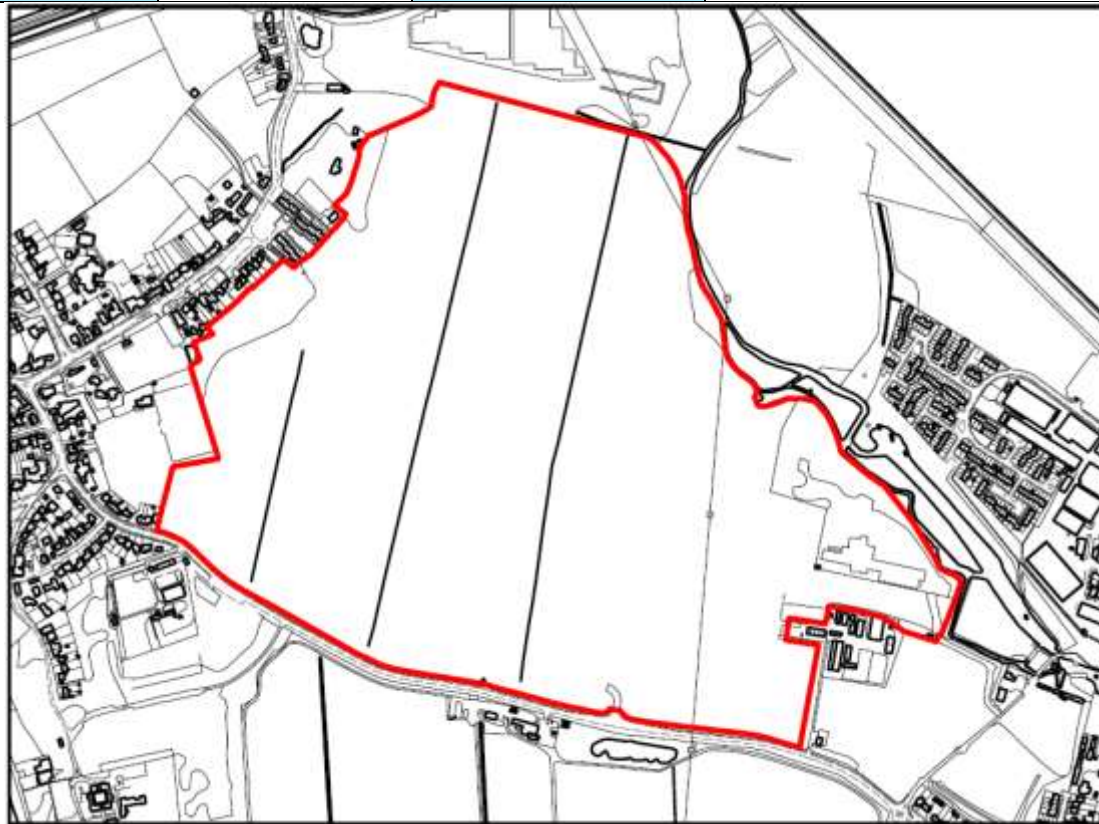
The land to the west is in residential, with the rear gardens of Tanglyn Avenue abutting the southern side of the site. The M3 is situated to the east of the site, with a small waterbody and New Road present to the north.

Note: LS1/008 has been promoted within LS1/015 and separately by the same landowner therefore both boundaries have been considered.

Due to the large scale of the site, its strong performance against Green Belt purposes and its contribution to the openness of the Green Belt it is not considered suitable to pursue as an allocation through the Local Plan. Whilst the southern portion of the site contains built form and has a slightly more urban character, no suitable permanent boundaries have been identified. The site would contribute substantially to housing provision in the Borough, however other negative impacts are deemed to outweigh this consideration.



<b>Site ID</b>	LS1/016	<b>Site Name</b>	Land north of B376, Shepperton Road, Laleham
<b>Area (ha)</b>	71	<b>Location</b>	Green Belt



### Summary

The site sits between the settlements of Laleham and Littleton with the Queen Mary Reservoir to the north. Majority of the site is a restored sand and gravel quarry. The surrounding area is characterised by residential properties to the east and western boundaries and agricultural land to the south. Part of the site is now subject to outline planning permission for expansion of the Shepperton Studios site to the east, which was determined since the site was submitted under the Call for Sites.

The site makes some contribution towards the spatial strategy, such as housing delivery, but not a particularly sustainable location and would need to provide some infrastructure on-site/nearby. The site is partly within flood risk areas and is strongly performing Green Belt which is at odds with the spatial strategy. Release of the site from the Green Belt would harm its overall integrity, with significant and permanent visual impact expected.

The site performed positively against housing and economic objectives through the Sustainability Appraisal but negative or neutral against others, largely due to the significant impact on the landscape.

Site not considered appropriate to take forward due to performance against Green Belt purposes and impact on visual amenity, also taking account of the Sustainability Appraisal scoring. Development of a site of this scale would have significant impacts on the wider environment.

<b>Site ID</b>	LS1/018	<b>Site Name</b>	Land around Manor Farm, Shepperton
<b>Area (ha)</b>	4.4	<b>Location</b>	Green Belt



### Summary

The site is occupied by a number of former agricultural buildings plus associated green fields used for equestrian purposes. The site is now used as commercial/ industrial premises. The southern and east parts of the site are more open with smaller structures present. The site can be accessed via Charlton Road and via a small access road to the west of the site.

The wider area is largely rural in character, although residential development is located to the north of the site in Charlton Village. The M3 is situated further south with the Queen Mary Reservoir located further north of the site.

The site contributes to some elements of the spatial strategy as it would provide a notable number of homes, opportunity to meet community needs and mixed use could be accommodated. The site is however not considered to be sustainably located, with public transport improvements required. There are no major non-absolute constraints on site that would prohibit development.

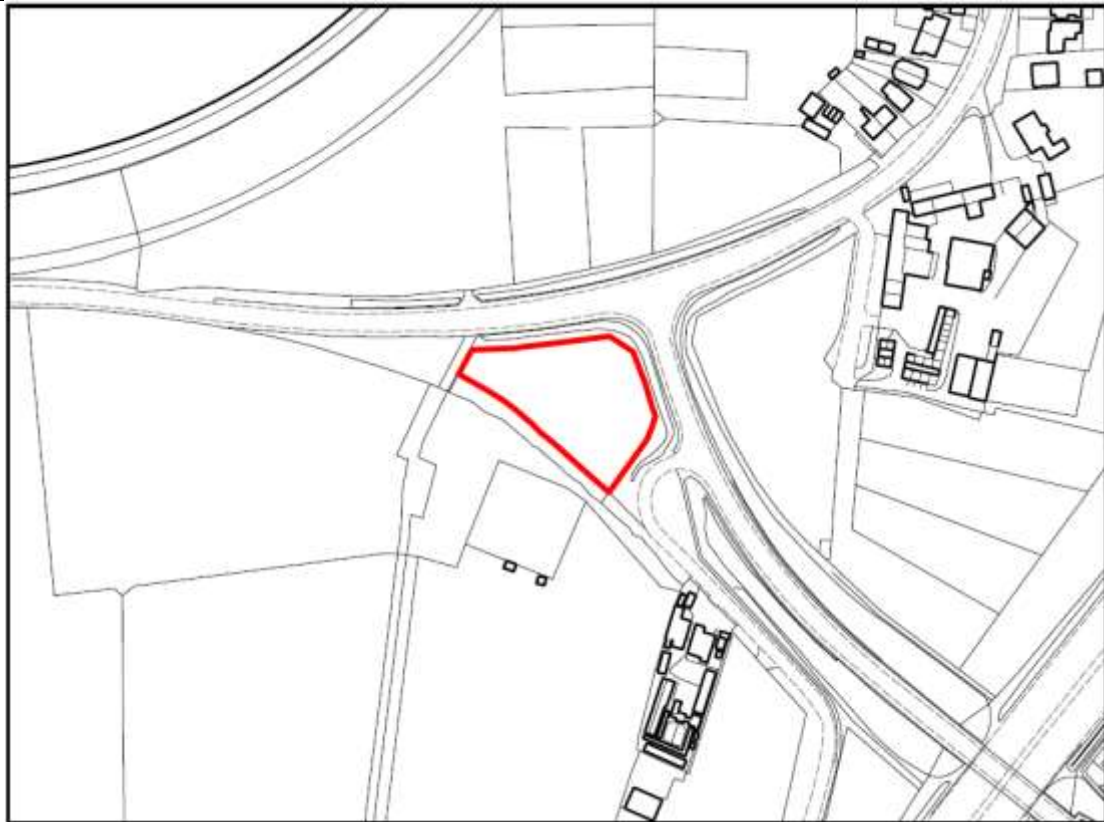
Through the Sustainability Appraisal the site performs well against the housing and economic growth objectives but poorly against environmental objectives due to its reasonably unsustainable location, proximity to the motorway and current part green field status. The generally negative SA scoring and potential harm on the wider integrity of the Green Belt are considered to outweigh potential housing benefits.

The site is deemed to be moderately performing Green Belt but performs an important role in the contribution to the wider strategic Green Belt. The site does however contain a notable proportion of previously developed land, including former farm buildings now in industrial use.

The NPPF indicates that brownfield land should be made use of as much as possible, however the promotion of the whole site, which includes open greenfield, would reduce the openness of the wider area.

The site should therefore be discounted from further consideration.

<b>Site ID</b>	LS1/019	<b>Site Name</b>	Land west of Charlton Lane, Shepperton
<b>Area (ha)</b>	0.3	<b>Location</b>	Green Belt



### Summary

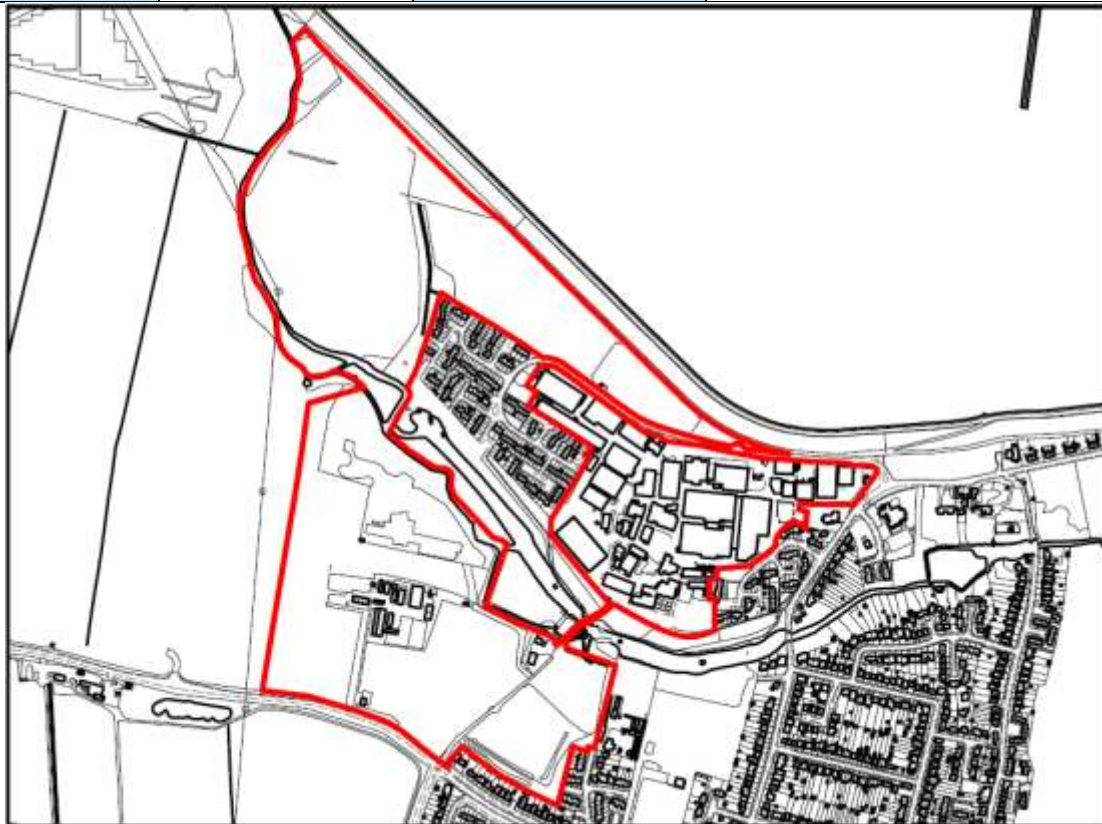
The site is occupied by open green field land and is currently used for equestrian-related uses. The site is also utilised by the film industry. The wider area is largely rural in character, although residential development is located further to the north of the site in Charlton Village. The M3 is situated further south with the Queen Mary Reservoir located further north of the site. Charlton Road lies immediately north of the site, with Charlton Lane to the east.

The site is strongly performing Green Belt, particularly regarding purpose 2 and makes a fundamental contribution to the wider strategic Green Belt. The site has a largely rural character and is largely open, contributing to visual links with the wider countryside. While there are some urbanising influences from Charlton Village to the north east, the site is reasonably detached from existing built form. In addition, the site is not considered to be sustainably located and would require improvements in public transport. In terms of the SA, the site performs positively for housing and economic objectives, however performs largely negative against environmental objectives.

Given these factors, development is considered to result in largely negative impacts, particularly to the strategic Green Belt, and harm is considered to outweigh the benefits of increased housing. Site not considered suitable for further consideration however could perform some compensatory Green Belt role if a neighbouring site is developed.



<b>Site ID</b>	LS2/001	<b>Site Name</b>	Shepperton Studios, Studios Road, Shepperton
<b>Area (ha)</b>	50	<b>Location</b>	Mixed



### Summary

The land is located south of the Queen Mary Reservoir and comprises studios, other buildings and car parking/hardstanding. The main access is via Squires Bridge Road to the east with secondary access to the south from the Shepperton Road/Laleham Road roundabout. The site is bordered to the east and west by residential development, to the north by Studios Road and the reservoir beyond, and to the south by Laleham Nurseries. There is a residential estate within the centre of the site that does not form part of the promoted site. Outline planning permission was recently granted for an expansion of the studios.

The site scores moderately against Stage 2, with some contribution towards the spatial strategy identified, such as housing delivery and economic development, but not a particularly sustainable location and would need to provide some infrastructure on-site/nearby.

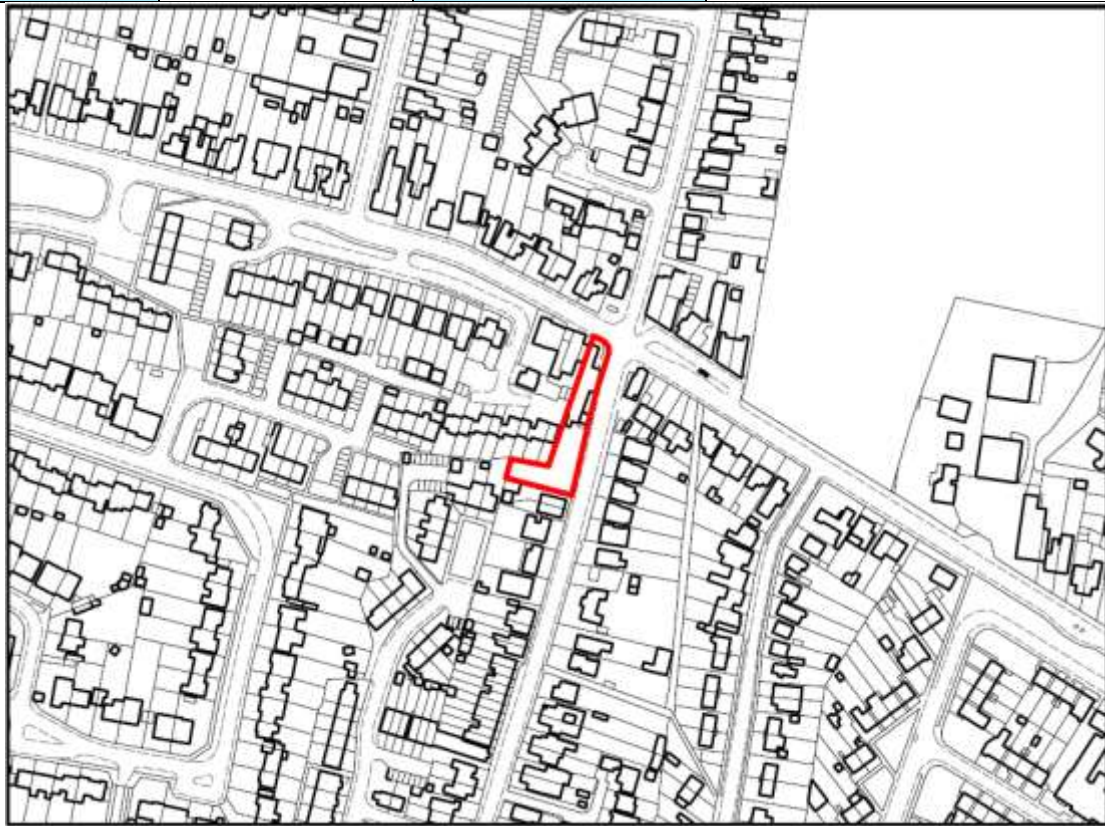
Due to the large scale of the site reaching across multiple sub-areas, it is difficult to draw conclusions on Green Belt implications of releasing the site. Significant visual impact expected.

In terms of the Sustainability Appraisal, the site only scores well against housing and economic/employment benefits. All other scores were neutral or negative, in some cases double negative, on environmental factors especially on impact on landscape character and open space.

Further consideration required as Green Belt scoring not conclusive and taking account of the outline planning permission for studio expansion of this same site, which if built out in full is likely to rule out significant further development that would warrant consideration as an allocation in the Local Plan.

At the present time it is considered that the site should not be taken forward, particularly in light of the outline planning permission recently granted. The site will be reviewed as part of a future Local Plan to consider the impacts of the proposed development on the wider environment and Green Belt.

<b>Site ID</b>	LS2/004	<b>Site Name</b>	The Bull, 152 Laleham Road, Shepperton
<b>Area (ha)</b>	0.09	<b>Location</b>	Urban



### Summary

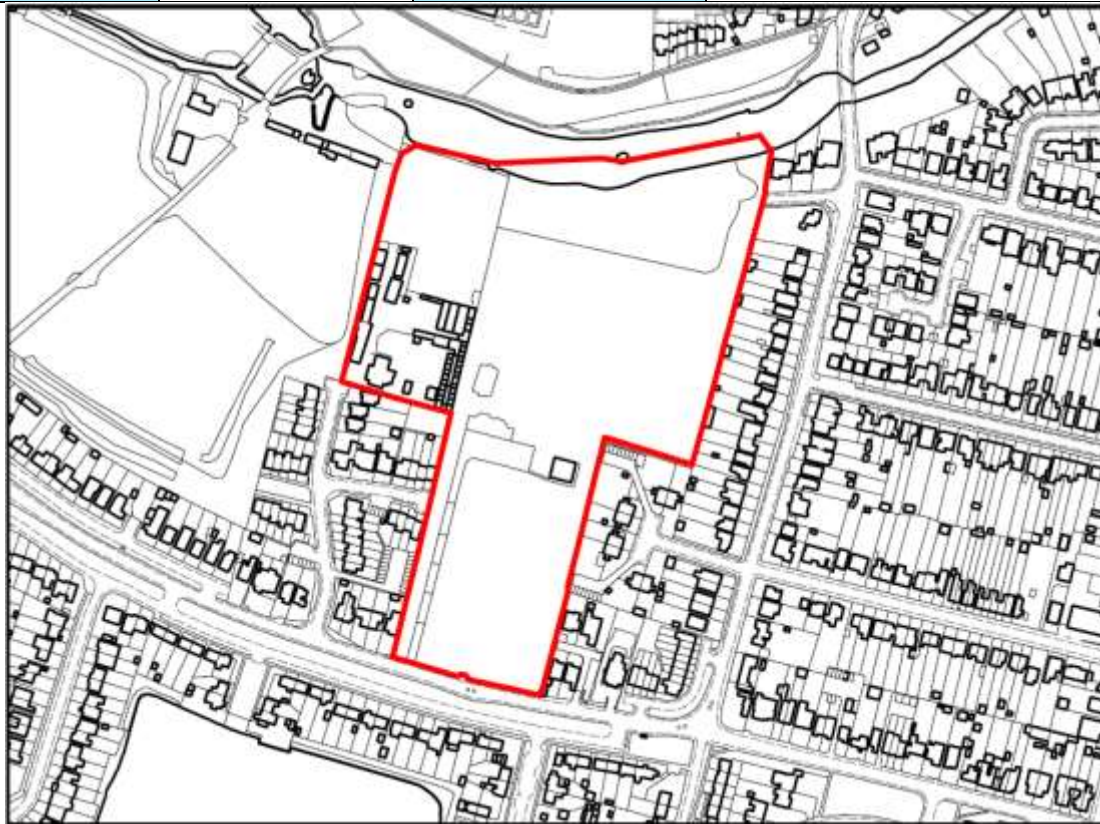
The site is currently occupied by a public house at the junction of Sheep Walk and Laleham Road. The building is two storeys in height on a corner plot.

The site performs well at stage 2 as it makes some contribution to the spatial strategy, however its small size limits the potential benefits. It is also not subject to any major non-absolute constraints and is reasonably sustainably located, with services generally within the preferred maximum walking distance. The existing use does however perform a particular community/recreation role and if lost could negatively impact the local area.

Whilst the site is considered potentially suitable for redevelopment, it is not considered necessary to allocate through the Local Plan as limited benefits have been identified from a potential allocation. In addition, availability has not been confirmed and it currently performs an important community function. The site could potentially come through the planning system as windfall development, guided by policies in the Local Plan, without allocation.

Do not allocate through the Local Plan.

<b>Site ID</b>	LS2/008	<b>Site Name</b>	Land north of Laleham Road, Shepperton
<b>Area (ha)</b>	5.6	<b>Location</b>	Green Belt



### Summary

The site was identified as an area recommended for further consideration in the Green Belt Assessment Stage 2.

The land comprises Littleton Recreation Ground and a former piggery. The recreation ground fronts Laleham Road and extends to the north up to the River Ash. This part of the site includes an access road, parking, pavilion and play equipment but is otherwise grassed and open. The former piggery still has buildings on it of an agricultural nature but does not appear to be operating as a farm at present. The land comprises the buildings, a yard and green, unused space to the rear up to the River Ash.

The site is constrained by flooding meaning only the southern area could be developed. Whilst developing the site or part of it for housing would contribute to the spatial strategy, the loss of recreation land would be significant and is not considered to be outweighed by the benefits of additional housing. The assessment of the recreation land concludes that it is currently well used with a good level of facilities so it would be difficult to argue that a much smaller site could offer equivalent or better provision.

Site considered unsuitable to take forward due to its important recreation role. It has not been confirmed as available or deliverable by any landowner (including the Council as owner of the recreation ground).



<b>Site ID</b>	LS3/005	<b>Site Name</b>	(Filling Station & Garage) 404-412 Staines Road West, Ashford
<b>Area (ha)</b>	0.25	<b>Location</b>	Urban



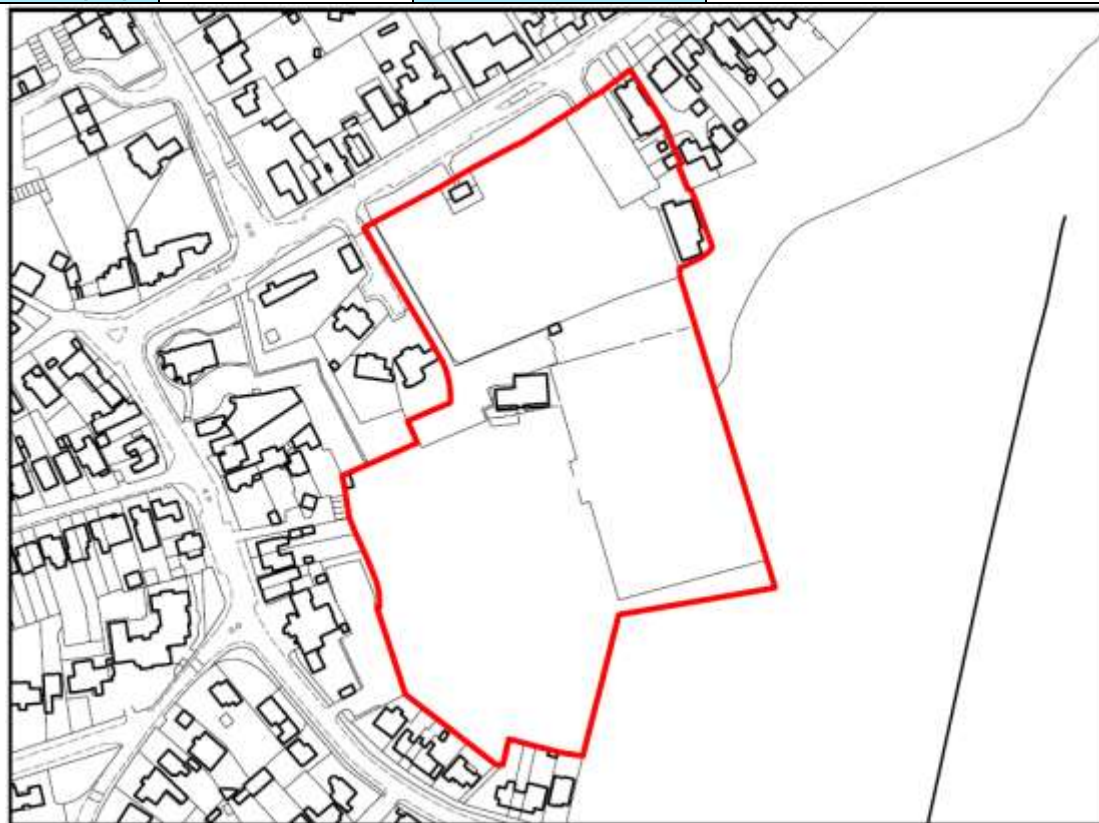
### Summary

The site is currently split into two uses, with a petrol station to the front and a car sales plot to the rear. Residential uses sit adjacent to the property on the west and east flanks with terraced properties and bungalows opposite. A car sales plots is present to the north east. The Staines Reservoirs Aqueduct is located behind the site to the south.

The site is considered to be sustainably located, is previously developed and is within the urban area of Ashford. Residential development neighbours the site to the east and west and the opportunity exists to better integrate the site with existing nearby housing by developing flats on site. The site may however be contaminated therefore investigation and remediation may be necessary however the costs of this are unknown at present and could be significant. The site is considered to generally perform well against the sustainability assessment objectives whilst negative impacts could be overcome with mitigation measures.

Whilst the site is considered suitable for redevelopment, subject to remediation, it is not considered necessary to allocate through the Local Plan as limited benefits have been identified from a potential allocation. The site could potentially come through the planning system as windfall development, guided by policies in the Local Plan, without allocation.

<b>Site ID</b>	LS3/007	<b>Site Name</b>	Laleham Allotments and Recreation Ground, The Broadway, Laleham
<b>Area (ha)</b>	3.5	<b>Location</b>	Green Belt



### Summary

The site was identified as an area for further consideration through the Green Belt Assessment Stage 2.

The site is occupied by allotments, playing fields, a village hall and sports pavilion. Residential properties and small scale commercial uses line the site to the west with a church and properties to the north. The Broadway and Shepperton Road run along the periphery to the north and west.

The site is somewhat sustainably located but connectivity could be improved to some services. Whilst developing the site or part of it for housing would contribute to the spatial strategy, the loss of recreation land would be significant and is not considered to be outweighed by the benefits of additional housing. The site is however weakly performing Green Belt and its release would not harm the overall integrity of the wider Green Belt, fulfilling this element of the spatial strategy.

Through the Sustainability Appraisal, the site performs well against the housing and economic growth objectives but poorly against environmental objectives due to this being an undeveloped Green Belt site in recreation use.

Site considered not suitable to take forward due to its important recreation role. It has not been confirmed as available or deliverable by any landowner.

<b>Site ID</b>	LS3/008	<b>Site Name</b>	Laleham Park, Shepperton Road, Laleham
<b>Area (ha)</b>	5.6	<b>Location</b>	Green Belt



### Summary

The site was identified as an area for further consideration through the Green Belt Assessment Stage 2.

The site is a large public park which is primarily used by dog walkers, with two children's play areas located within it. The site runs between the Thames on the western boundary and Shepperton Road on the east, with a small number of residential properties to the north.

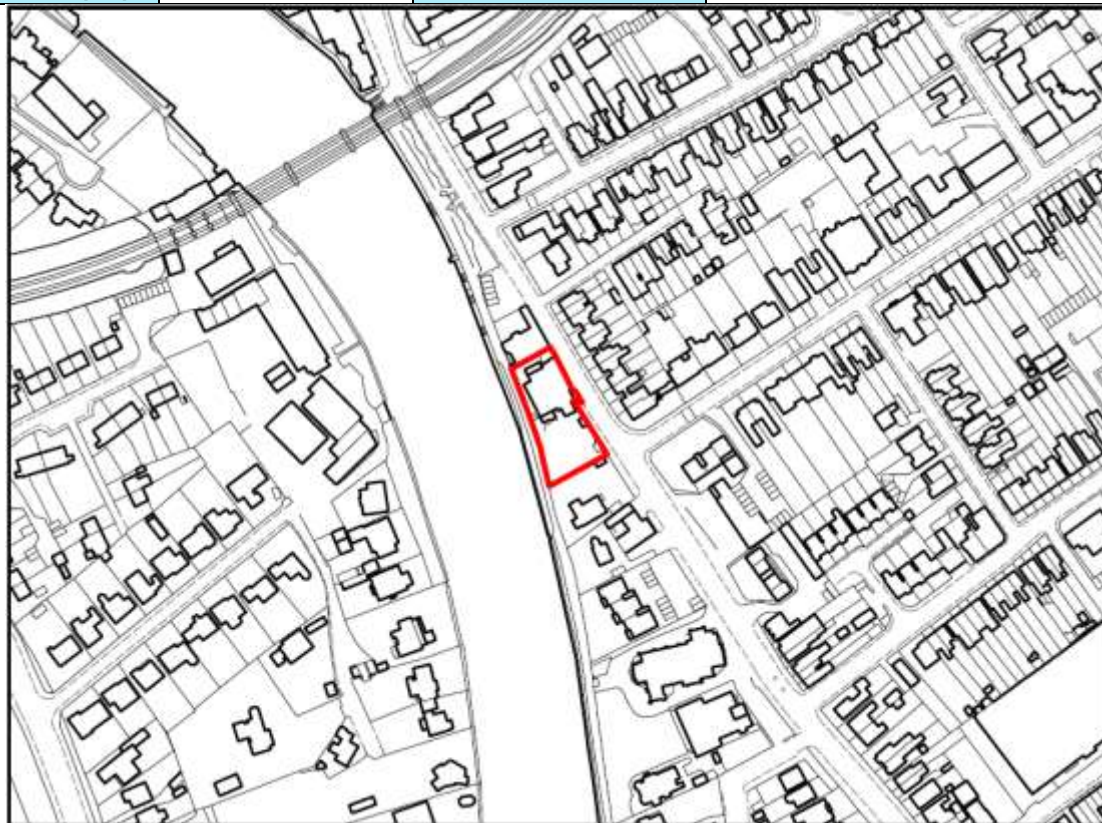
The site is not very sustainably located and connectivity could be improved to some services. Whilst developing the site or part of it for housing would contribute to the spatial strategy, the loss of recreation land would be significant and is not considered to be outweighed by the benefits of additional housing. The site is however weakly performing Green Belt and its release would not harm the overall integrity of the wider Green Belt, fulfilling this element of the spatial strategy.

Through the Sustainability Appraisal, the site performs well against the housing and economic growth objectives but poorly against environmental objectives due to this being an undeveloped Green Belt site in recreation use.

Site considered not suitable to take forward due to its important recreation role. It has not been confirmed as available or deliverable by any landowner.



<b>Site ID</b>	RL1/001	<b>Site Name</b>	Staines Ex Servicemen Club, 6 Laleham Road, Staines
<b>Area (ha)</b>	0.13	<b>Location</b>	Urban



### Summary

The site is located on the western side of Laleham Road with the River Thames to the west, across the footpath path. The northern part of the site is occupied by the existing building consisting of a part single storey, part 2 storey clubhouse, with a separate flat. The building directly adjoins the road to the east. It has a terrace overlooking the River Thames on the western elevation. The southern part of the site consists of the car park area, which is accessed from Laleham Road with a barrier across.

The surrounding use is predominately residential and the site is on the edge of the town centre.

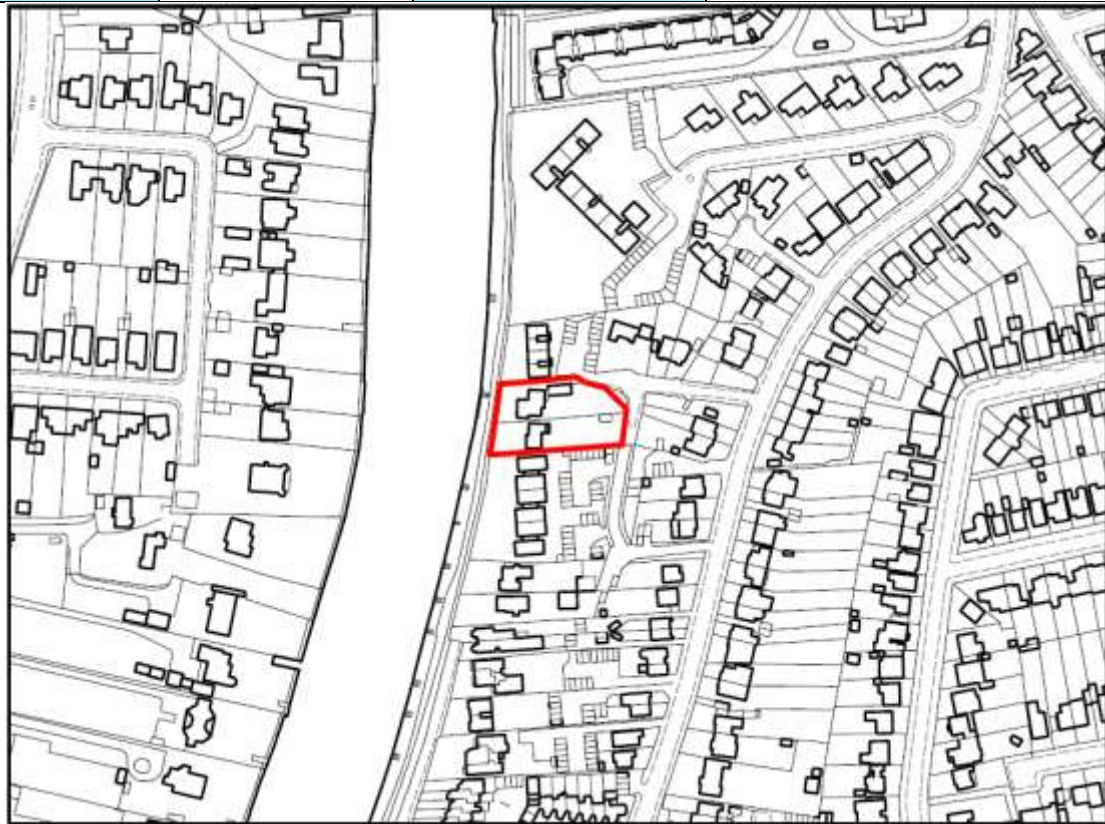
The site is considered to be sustainably located, is previously developed and is within the urban area of Staines. The wider area is largely residential in character, with Staines Town Centre in close proximity. Local services are largely within the desirable walking distance or preferred maximum. The site is currently occupied by a club house and redevelopment of the site would provide the opportunity to improve the quality of the building and provide new residential dwellings. The site is however at risk of flooding therefore an appropriate flood risk assessment and suitable mitigation will be required. The site generally performs well against the Sustainability Appraisal objectives, however several negative impacts have been identified. It is considered that these could likely to be mitigated to a suitable level. The site has previously been the subject of a planning application however was recommended for refusal due to the inadequacy of the flood risk assessment and overdevelopment. A



future scheme should therefore be sensitive to the surrounding environment and of high quality design.

Whilst the site is considered suitable for redevelopment, subject to flood risk being overcome, it is not considered necessary to allocate through the Local Plan as limited benefits have been identified from a potential allocation. The site could potentially come through the planning system, guided by policies in the Local Plan, without allocation.

<b>Site ID</b>	RL1/006	<b>Site Name</b>	43-44 Thames Side, Staines
<b>Area (ha)</b>	0.17	<b>Location</b>	Urban



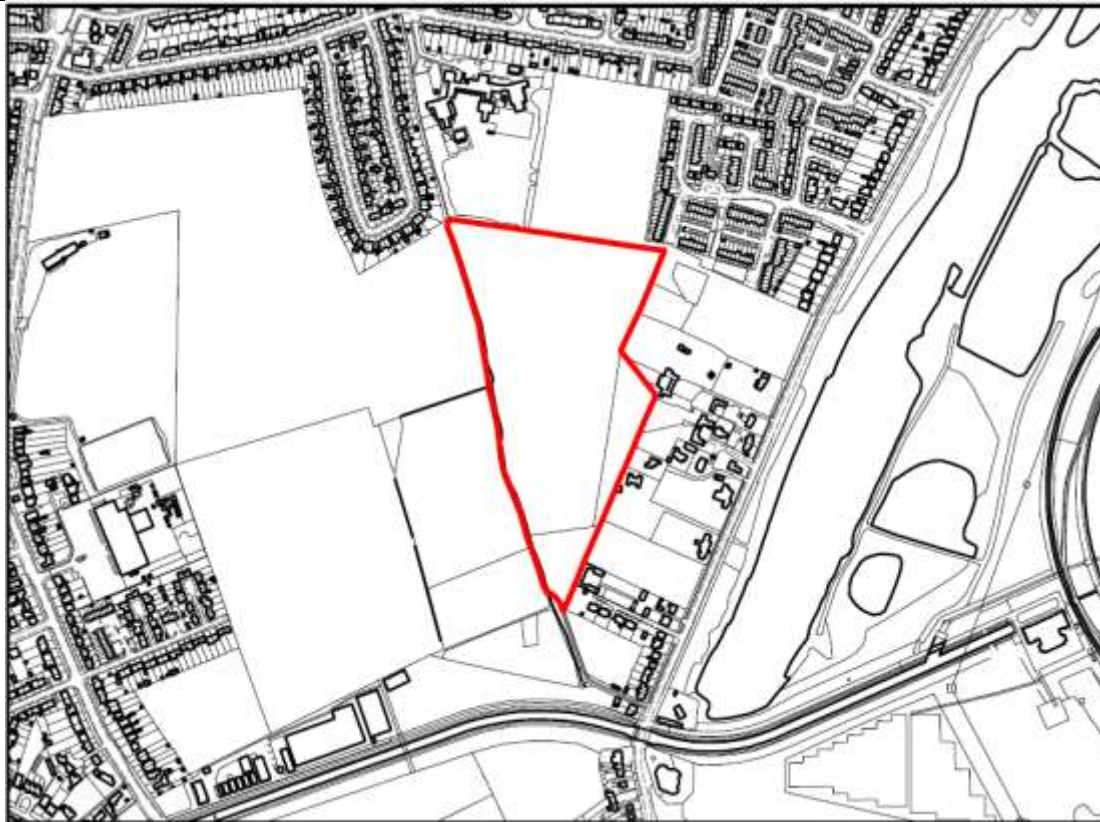
### Summary

The site is currently occupied by two detached dwellings fronting on to the River Thames. The dwellings have relatively large rear gardens and are accessed via Penton Road & Argosy Gardens. A four storey block of flats adjoins the site on either side. The surrounding character is largely residential.

The site is considered to be sustainably located, is previously developed and is within the urban area of Staines. The wider area is largely residential in character, with Staines Town Centre 1km to the north. Local services are largely within the preferred maximum walking distance. The site is currently occupied by two detached dwellings with flats present on either side. Redevelopment would improve the yield of units on site and could be designed to remain in keeping with the wider character. Both positive and negative impacts are identified in the Sustainability Appraisal, with potentially adverse impacts on flood risk. At this stage it is unknown if flood risk issues with the identification of a dry means of escape can be overcome.

Given the risk of flooding on site and that availability has not been confirmed it should not be taken forward for further consideration.

<b>Site ID</b>	RL1/008	<b>Site Name</b>	Land to the rear of Ashford Road, Staines
<b>Area (ha)</b>	7.4	<b>Location</b>	Green Belt



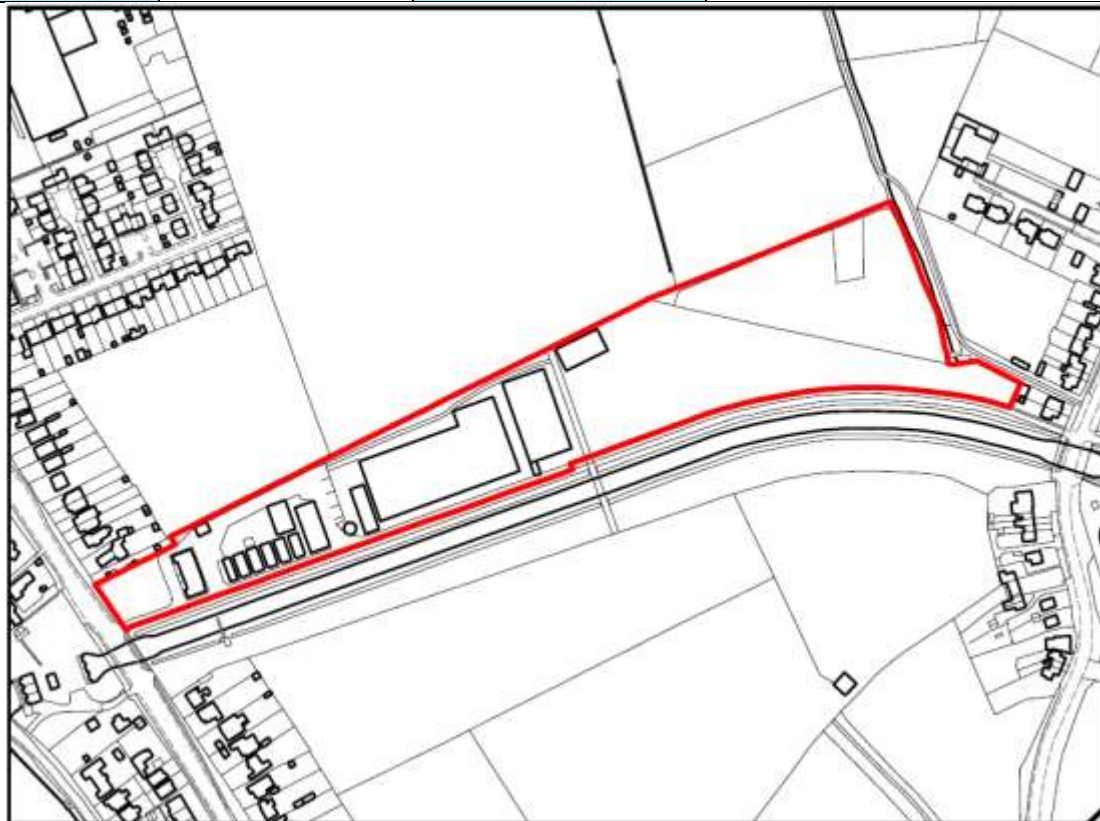
### Summary

The site is triangular in shape and forms part of the active Manor Farm mineral working. Gravel working on site followed by restoration is due to be completed in the next 2-3 years. To the north of the site sits a primary school and a recreation ground with residential development further north and to the north west. There is a small area of housing to the east with gravel pits and Queen Mary Reservoir beyond. The character of the surrounding area is largely urban to the north and west and rural to the east and south.

The majority of the SA objectives are negatively impacted as the site is undeveloped greenfield land. The site is not considered to be particularly sustainably located as public transport facilities are beyond preferred maximum walking distances. Development on site will increase the number of properties at risk of flooding and is expected to increase pollution with increased private vehicle use. Benefits are however expected in terms of housing provision and short term employment.

Site is not considered appropriate to consider further due to the recommendations of both the Stage 1 and Stage 2 Green Belt Assessment, which concluded it could not be released without harming the integrity of the Green Belt. The site is also at risk of flooding, is a minerals safeguarding area and is partly grade 2 agricultural land, therefore further investigation is required. The site currently has a largely rural unspoilt character and development would significantly alter this. The location of the site is unlikely to encourage a shift away from the use of private vehicles.

<b>Site ID</b>	RL1/009	<b>Site Name</b>	Waterside Nursery Limited, Staines Road, Laleham
<b>Area (ha)</b>	4.3	<b>Location</b>	Green Belt



### Summary

Commercial horticultural nursery including the provision of office accommodation, storage, workshop, glasshouses, barns, hard surfacing and roadways and external plant growing areas. The site is bounded by an artificial channel associated with Thames Water infrastructure to the south.

The site scores fairly well at Stage 2 – Close to other residential use, no non-absolute constraints (subject to flood risk mitigation and demonstration of a dry means of escape), and no loss of publicly accessible open space. Whilst there are good bus links adjacent, services within walking distance in Laleham are limited. Contributes to spatial strategy due to housing or economic floor space use proposed but is important to the strategic Green Belt so does not fulfil this element. The site is strongly performing at GBA Stage 1 and not recommended for release at Stage 2. It was the strongest performing of the six parcels that made up parcel 27 and is important to the wider strategic Green Belt. Although the site contains built form this is in agricultural use so excluded from the NPFF definition of previously developed land.

Through the Sustainability Appraisal, the site performs well against the housing objectives and could perform well against economic objective, depending on what is delivered on site, but poorly or neutrally against environmental objectives due to the majority of the land being an undeveloped Green Belt site and limited services within walking distance in Laleham.



The site is not considered appropriate to consider further due to the recommendations of both the Stage 1 and Stage 2 GBA, which concluded it could not be released without harming the integrity of the Green Belt. The site is also at risk of flooding and an exceptions test is required. A dry means of escape will need to be demonstrated, although the majority of Staines Road is within flood zone 3a.

<b>Site ID</b>	SC1/006	<b>Site Name</b>	Tesco Extra, Escot Road, Sunbury
<b>Area (ha)</b>	3.6	<b>Location</b>	Urban



### Summary

The site is formed by a Tesco Extra supermarket with associated servicing area, a petrol filling station and large surface car park. The northern boundary of the site is formed by Staines Reservoir Aqueduct, beyond which is Sunbury Cross Shopping Centre and existing residential properties at Spelthorne Grove and Forest Drive. The M3 runs to the south of the site with various industrial uses to the west.

The site is in a sustainable location with local services within walking distance. There are few non-absolute constraints and the site contributes moderately to the spatial strategy as could accommodate mixed retail/residential development at a high density on a brownfield, sustainable site.

In terms of the Sustainability Appraisal, the site performs well against the housing, land quality and transport objectives. The site performs negatively against employment/economy (if the development reduces the retail floorspace), water consumption and noise/air quality (due to M3), although this could be mitigated by design.

The site is located within the urban area and its current layout and scale for retail purposes is not considered to make efficient use land, due to the large swathe of surface car parking and a relatively low density supermarket building, in a sustainable site in close proximity to local services and public transport. The site is considered suitable for redevelopment and could accommodate high density development. This would be contingent on retaining the existing quantum of retail

floorspace as this is one of the few larger supermarkets serving the local area and supports a number of jobs.

Whilst the site is considered suitable for redevelopment, it is not considered necessary to allocate through the Local Plan as limited benefits have been identified from a potential allocation. The site could potentially come through the planning system, guided by policies in the Local Plan, without allocation. Any development would need to resist the loss of the existing retail use.

<b>Site ID</b>	SC1/009	<b>Site Name</b>	Land to the North of M3 J1, Sunbury
<b>Area (ha)</b>	6.3	<b>Location</b>	Green Belt



### Summary

The site is currently open greenfield land. Trees and vegetation occupy and line the site. The site is a former reservoir and filter bed site which was filled in during the 1990s. A small area of lorry parking is situated to the south west of the site, with Costco store to the west, the M3 to the south and Aquifer to the east. The character of the wider area is largely urban to the west of the site and more rural to the east. Commercial uses neighbour the site immediately to the west, with residential development to the north west.

The site is in a fairly sustainable location, with employment, bus and train stations nearby. There are few non-absolute constraints. The site contributes moderately to the spatial strategy as could accommodate residential development (promoted by site owner) or employment use. The site is however strategic Green Belt and its loss would be contrary to the spatial strategy.

Through the Sustainability Appraisal the site performs well against the housing, employment and sustainable transport objectives. Negative impacts are expected against pollution, emissions and landscape objectives due to the site's location. Mitigation could reduce potential impacts.

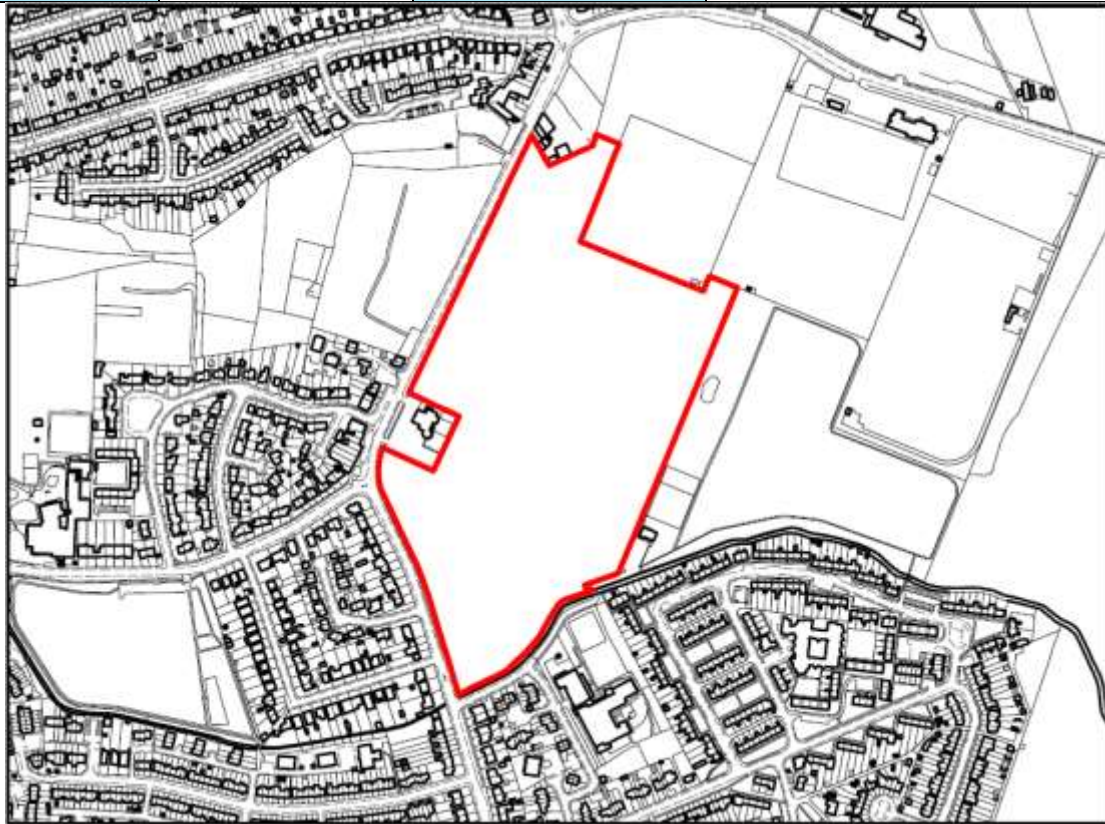
Overall the site is located on the edge of the urban area and close to a bus stop and within easy walking distance of a train station. Services at Sunbury Cross are close however the walk is likely to be unpleasant along busy roads. If the site were to be



released it would be considered more suitable for employment use rather than residential development which is promoted, however given its performance against the Green Belt Assessment it is not considered suitable for release. The site is deemed to perform an important role in terms of the strategic function of the Green Belt.

The site is not considered suitable for further consideration. Discount.

<b>Site ID</b>	SC1/010	<b>Site Name</b>	Land east of Groveley Road and Vicarage Road, Sunbury
<b>Area (ha)</b>	10.6	<b>Location</b>	Green Belt



### Summary

The site is located to the east of Groveley Road and comprises an open field in agricultural use within the Green Belt. The site is located on the border of Spelthorne and Hounslow local authority areas. The site is an historic landfill site worked between 1945 and 1955. The character of the wider area is largely rural to the north and east and urban further west.

The site is in a reasonably sustainable location, with a primary school, convenience store, employment site and bus stop fairly close. Some services are however further away. The site makes a contribution to the spatial strategy and may be able to provide some one site supporting facilities, however is strongly performing Green Belt and this is at odds with the preferred strategy. There are few non-absolute constraints, although land remediation is likely to be required.

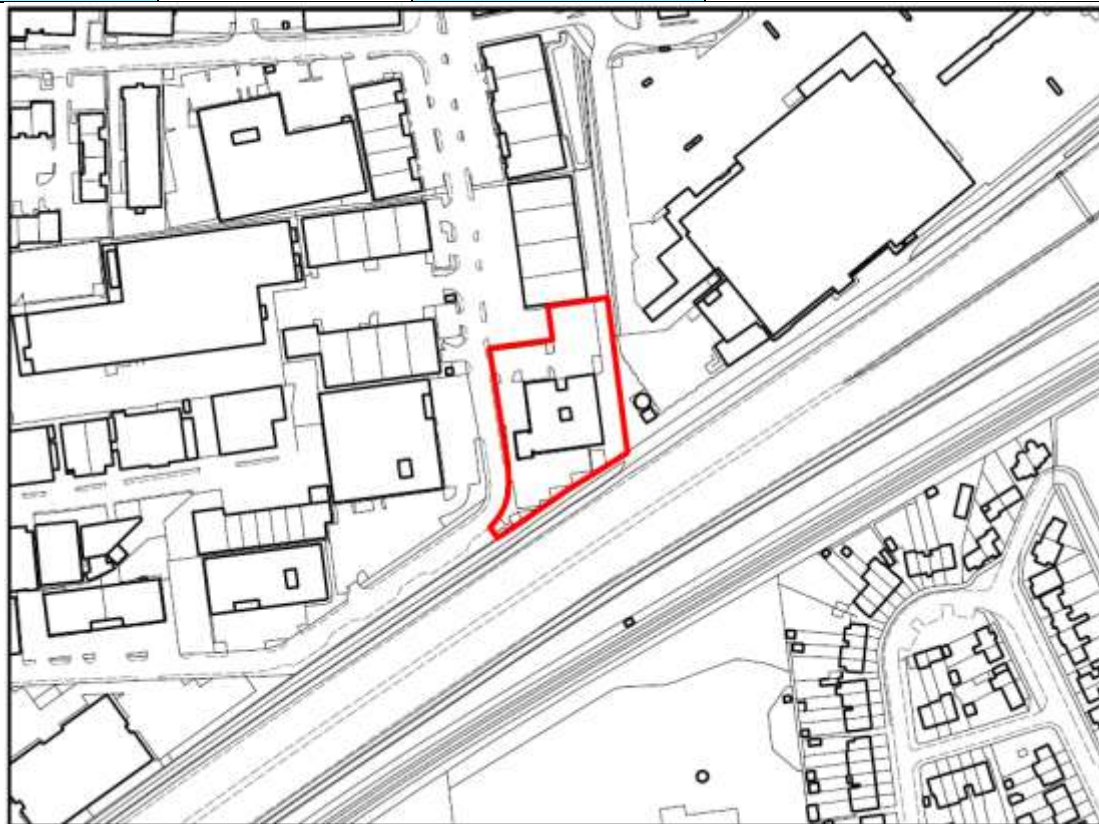
The site is strongly performing Green Belt and makes an important contribution to the strategic Green Belt. The site does not contain any PDL as is open undeveloped Green Belt, and as such, performs an important visual amenity role for nearby properties.

The site performs well against housing, economic and transport Sustainability Appraisal objectives as would provide the opportunity to deliver a notable quantity of homes in a reasonably sustainable location. It does however perform negatively against land quality, pollution, landscape, water and emissions objectives as is open undeveloped greenfield land.

The site meets Green Belt purposes strongly, and makes an important contribution to the wider strategic Green Belt. The site would however deliver a significant quantity of homes, however this is not considered to outweigh the harm to the wider Green Belt.

It is not recommended for further consideration.

<b>Site ID</b>	SC1/012	<b>Site Name</b>	Sunbury One, Brooklands Close, Sunbury
<b>Area (ha)</b>	0.41	<b>Location</b>	Urban



### Summary

The site is situated in the south west corner of Sunbury International Business centre. The surrounding properties to the north and west comprise further industrial/commercial units, with the Tesco superstore to the east and the M3 motorway to the south.

The site is located within the urban area and in a sustainable site in close proximity to public transport. The site is considered suitable for redevelopment as long as it retains employment use. This would however unlikely result in a significant net gain in employment floorspace.

Whilst the site is considered suitable for redevelopment, it is not considered necessary to allocate through the Local Plan as limited benefits have been identified from a potential allocation. The site could potentially come through the planning system as windfall development, guided by policies in the Local Plan, without allocation. Any development would need to resist the loss of the existing employment use.



<b>Site ID</b>	SC1/014	<b>Site Name</b>	Land at r/o 2-32 Escot Road/Spelthorne Grove, Sunbury
<b>Area (ha)</b>	0.23	<b>Location</b>	Urban



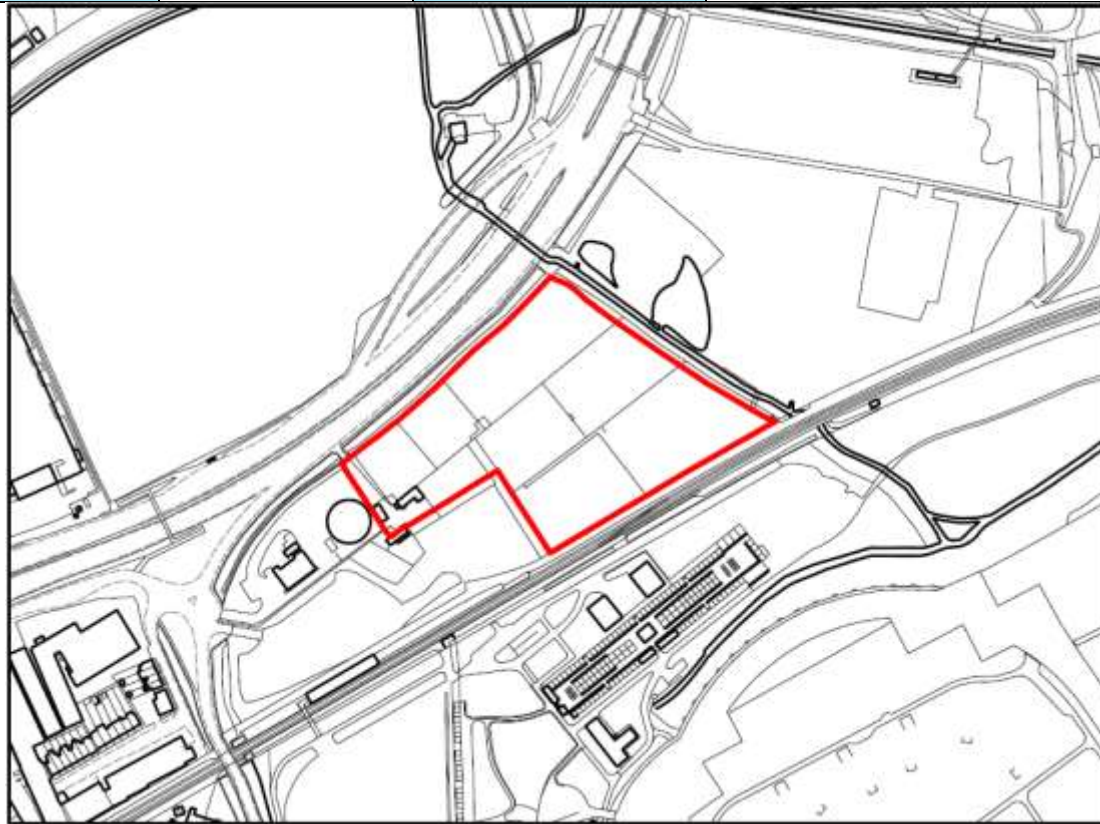
### Summary

The site is currently occupied by open space with several mature trees in the southern part of the site. The site is located at the corner of Escot Road and Staines Road West and accessed via Escot Road. The site adjoins a play area to the south, with flatted development immediately to the east along Spelthorne Grove.

The site is in a sustainable location, with local services all within reasonable walking distance. There are few non-absolute constraints. The site provides an area of recreation for use by local residents both with formal and informal provision. In terms of the Sustainability Appraisal, given the site's sustainable location it performs well against transport objectives, as well as housing and employment. The site is however open recreation space and results in negative impacts on landscape, land quality, pollution, emissions and water use.

Due to the site's important recreation role it should be discounted from further consideration.

<b>Site ID</b>	SE1/014	<b>Site Name</b>	Land to south east of Hanworth Road, Sunbury
<b>Area (ha)</b>	2.31	<b>Location</b>	Green Belt



### Summary

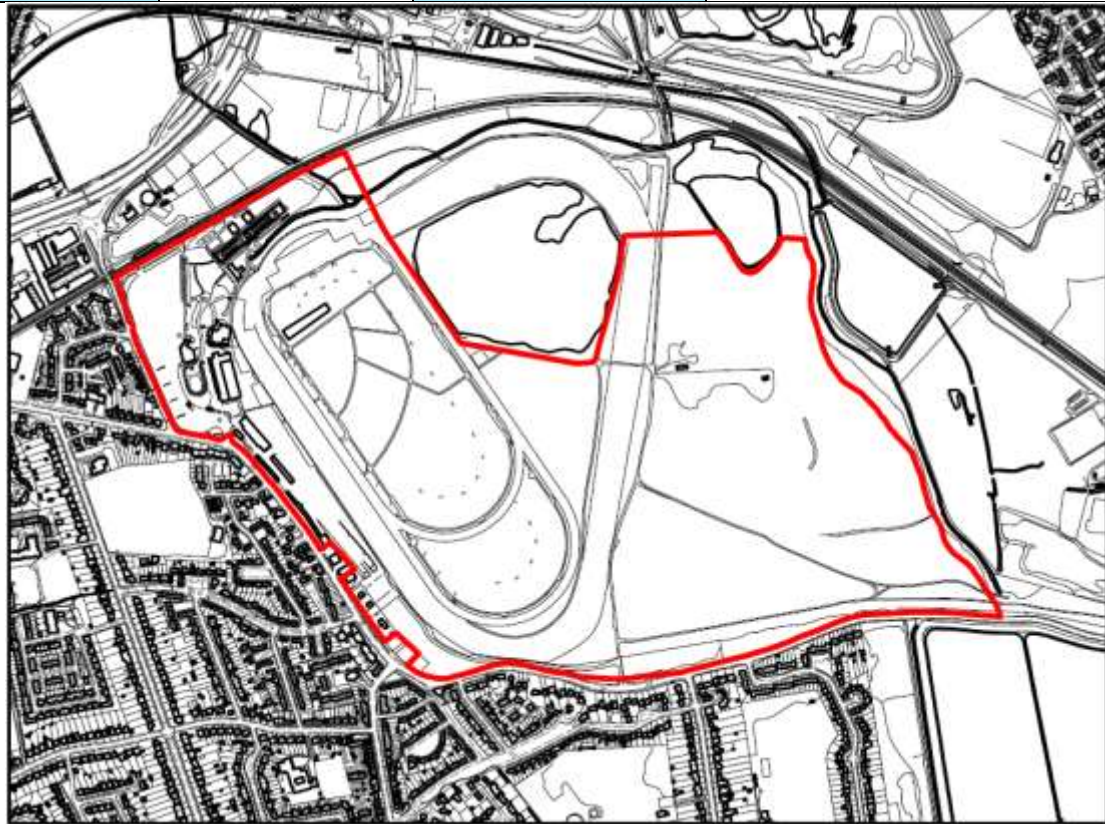
The land is located between the Shepperton to Waterloo railway line and the A316 Hanworth Road and is adjacent to Kempton Park Works. The land is broadly flat, is set below, but has access onto, the A316. It comprises stables, exercise yard and grazing as an established equestrian use but built development is limited to a small area and the overall site is largely open and undeveloped.

The site is in a sustainable location, with local services all within reasonable walking distance. There are few non-absolute constraints. The site provides an area of recreation for use by local residents both with formal and informal provision. The site is moderately performing Green Belt but plays an important role in maintaining the wider strategic Green Belt. The site contains very little built form and plays a limited visual amenity role largely due to the nature of neighbouring uses. The open field does however perform a role in maintaining the openness of the countryside. Through the Sustainability Appraisal, the site performs positively against housing, transport and employment uses due to its sustainable location and options for development, however it performs negatively against land quality, pollution, landscape, emissions and water as it is currently open greenfield land.

The site is located on the edge of the urban area with services generally within the preferred maximum walking distance, although the walk is likely to be unpleasant along busy roads. A new access road into the site would be required whilst it is not subject to any non-absolute constraints that can't be overcome. Given the site's

performance against the Green Belt Assessment it is not considered suitable for release. The site is deemed to perform an important role in terms of the strategic function of the Green Belt.

<b>Site ID</b>	SE1/015	<b>Site Name</b>	Kempton Park, Staines Road East, Sunbury on Thames
<b>Area (ha)</b>	94	<b>Location</b>	Green Belt



### Summary

The site is located to the south of the A316 and east of Staines Road East and currently occupied by Kempton Park Racecourse and the associated ancillary facilities. Non-operational land included within the site is located to the east of the operational area. The land is predominantly open in character aside from the Grandstands, offices and associated buildings used for the operation of the racecourse. The site has been previously worked for minerals in to the 1970s.

Overall the large scale of development is considered to make a positive contribution to parts of the preferred spatial strategy as it will enable the Council to deliver a significant quantum of homes in a reasonably sustainable location. A development of this size, through a master plan approach, will enable a holistic schemes to be designed with the opportunity to integrate it with the wider environment. Benefits have been identified from the proposed country park and provision of new community infrastructure. This means that positive outcomes are expected for social Sustainability Appraisal objectives.

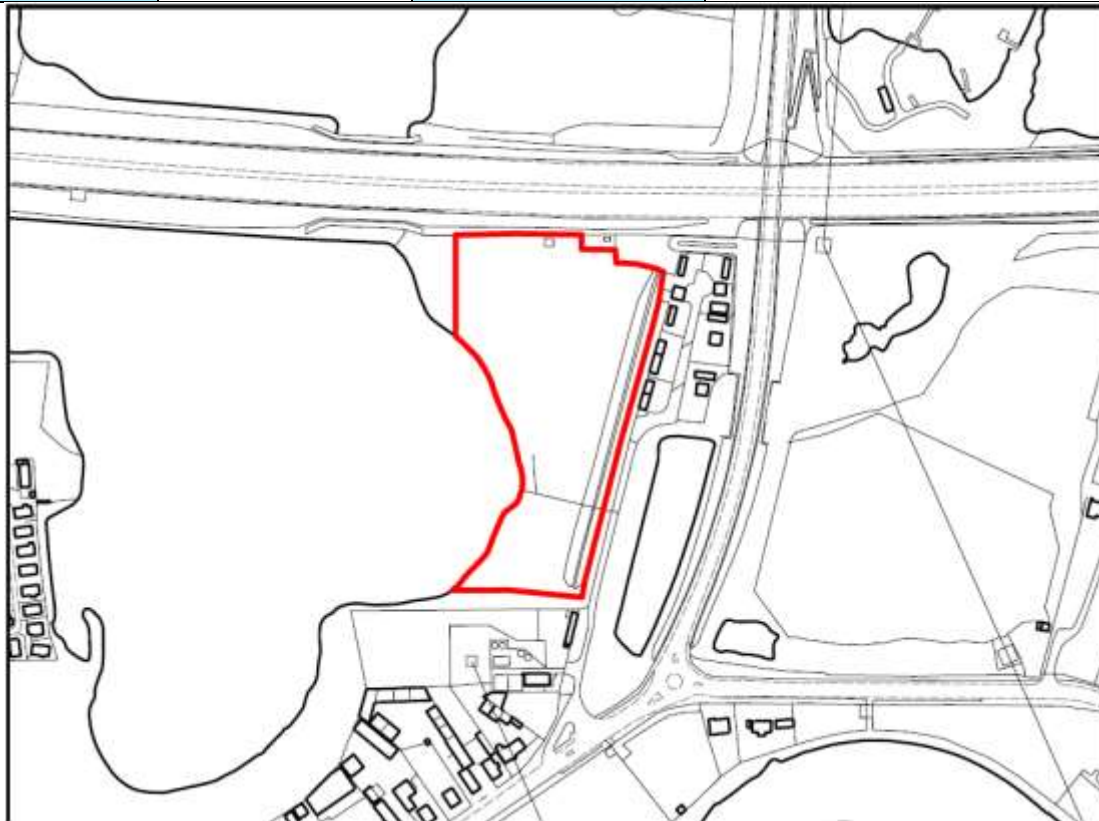
The site is however some 94 hectares and has been identified as strongly performing Green Belt that also plays an integral role in the wider Strategic Green Belt. The loss of this site from the Green Belt would risk the merging of Spelthorne with Greater London and this would also significantly alter the character of the area. As such, development of the site is considered contrary to the spatial strategy. Negative Sustainability Appraisal impacts have been identified for landscape, land and transport particularly, given the expected significant rise in congestion and



substantial amount of land take. The benefits of the proposed scheme have been weighed up against the negative impacts identified and it has been concluded that the harm to the Green Belt is not outweighed by the proposed development.

Discount from consideration. Do not take forward.

<b>Site ID</b>	SH1/003	<b>Site Name</b>	Lane off Littleton Lane B, Littleton Lane, Shepperton
<b>Area (ha)</b>	1.8	<b>Location</b>	Green Belt



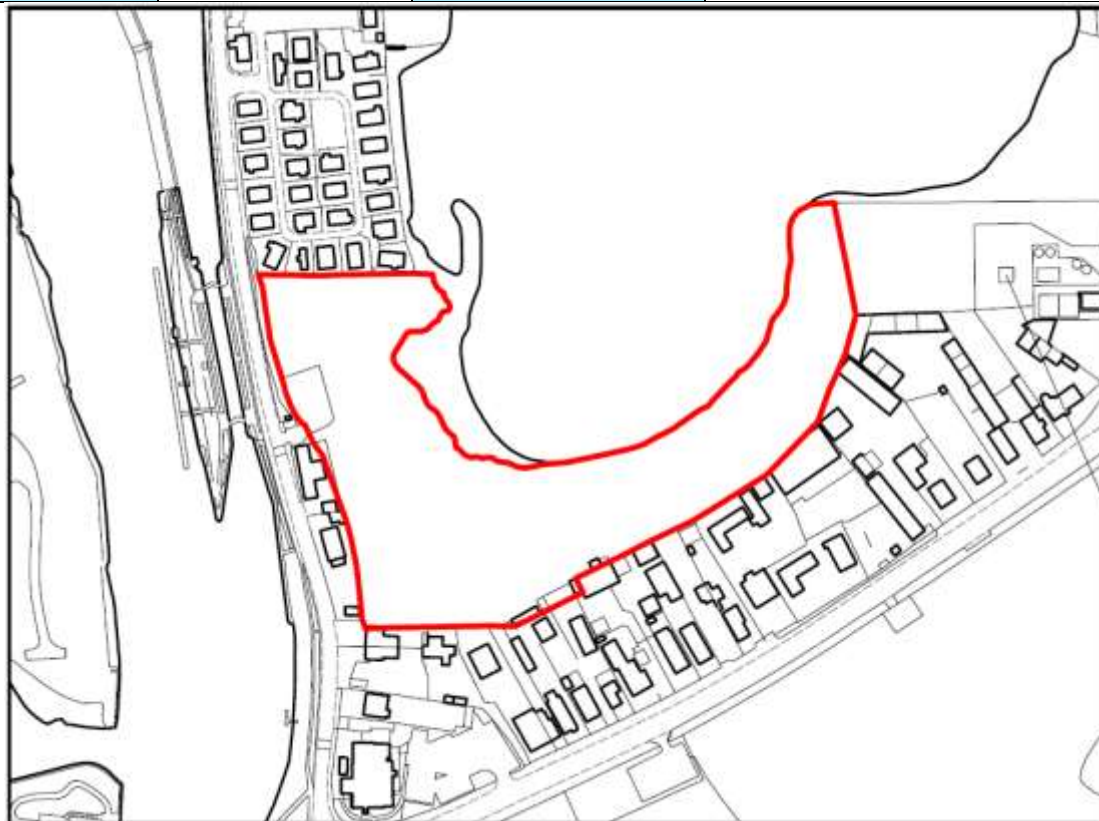
### Summary

The site is currently open with some vegetation present. Trees line the east of the site with Littleton Road further east. Littleton Sailing Club is located across Littleton Road. The site adjoins the southern lake at Leyland Farm to the west with commercial uses to the south.

The site is entirely located within Flood Zone 3b and a residential use has been promoted for a gypsy and traveller site. It would be inappropriate to introduce vulnerable development within such a high flood risk zone.

Discount from further consideration.

<b>Site ID</b>	SH1/004	<b>Site Name</b>	Land off Thames Side, Shepperton
<b>Area (ha)</b>	1.8	<b>Location</b>	Green Belt



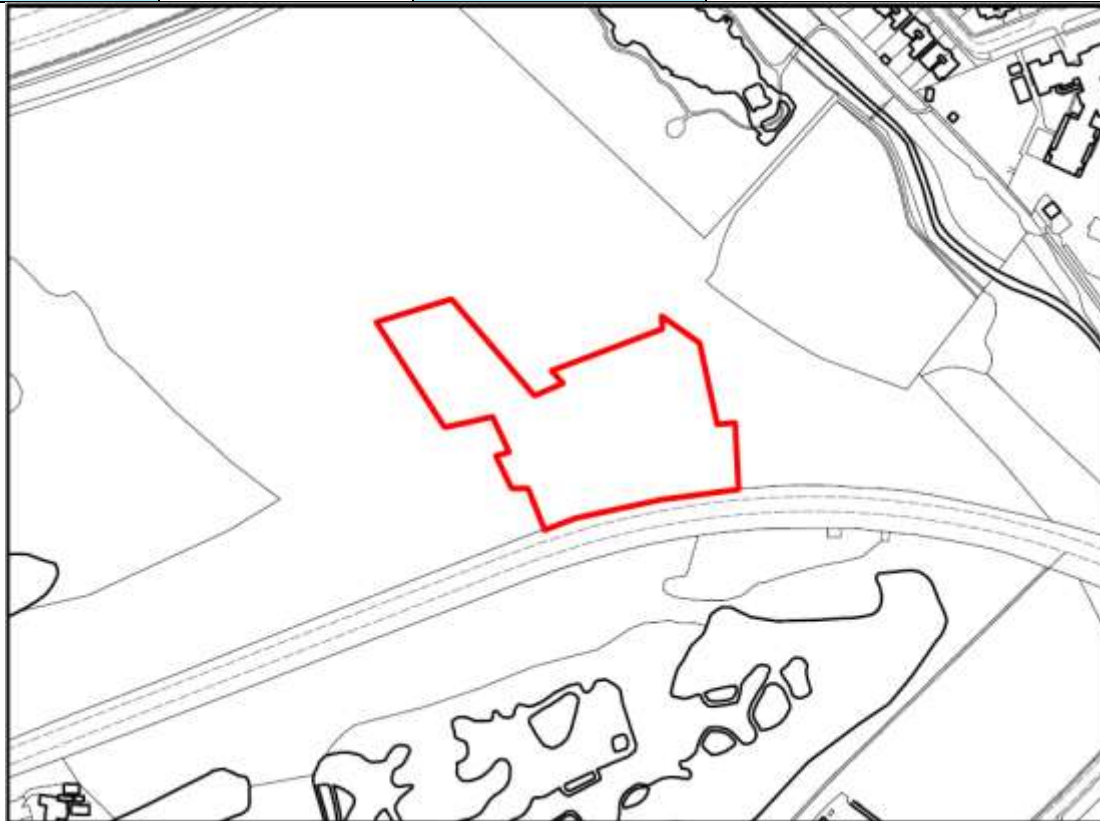
### Summary

The site is currently open land. The River Thames runs to the west of the site, whilst a small area of residential and commercial development lies to the south on Chertsey Bridge Road. A static caravan site lies adjacent (Abbeyfields) and a small lake to the north, beyond which runs the M3 motorway.

The site is almost entirely located within Flood Zone 3b and a residential use has been promoted for a static caravan site. There is an existing static caravan park to the north. It would be inappropriate to introduce further vulnerable development within such a high flood risk zone.

Discount from further consideration.

<b>Site ID</b>	SH1/016	<b>Site Name</b>	Land north of Renfree Way, Shepperton
<b>Area (ha)</b>	1.7	<b>Location</b>	Green Belt



### Summary

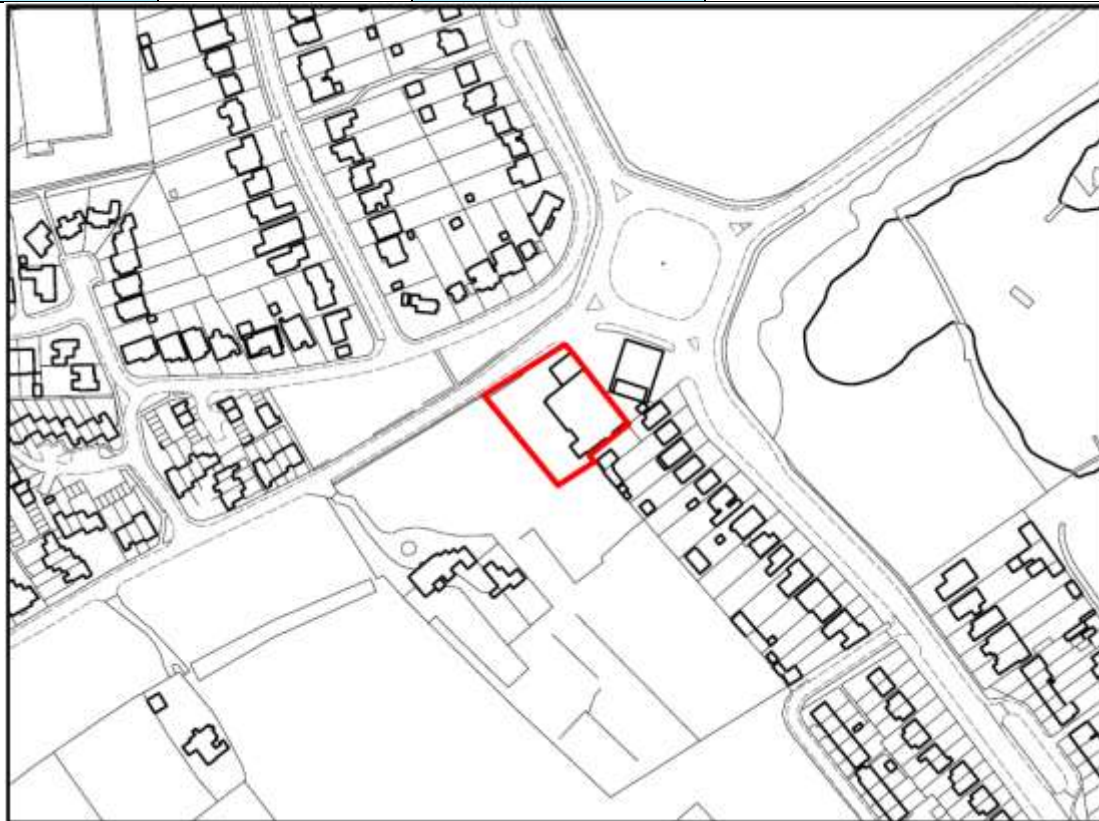
The site is currently open land situated to the north of Renfree Way with a fishing lake further south. The M3 is situated further north with Shepperton further east. There are no definable boundaries on site.

A large proportion of the site is located within Flood Zone 3b with a significant portion of the remainder within 3a. It would be inappropriate to introduce more vulnerable development within such a high flood risk zone.

Discount from further consideration.



<b>Site ID</b>	SH3/004	<b>Site Name</b>	Shepperton Autoway, Walton Bridge Road, Shepperton
<b>Area (ha)</b>	0.20	<b>Location</b>	Urban



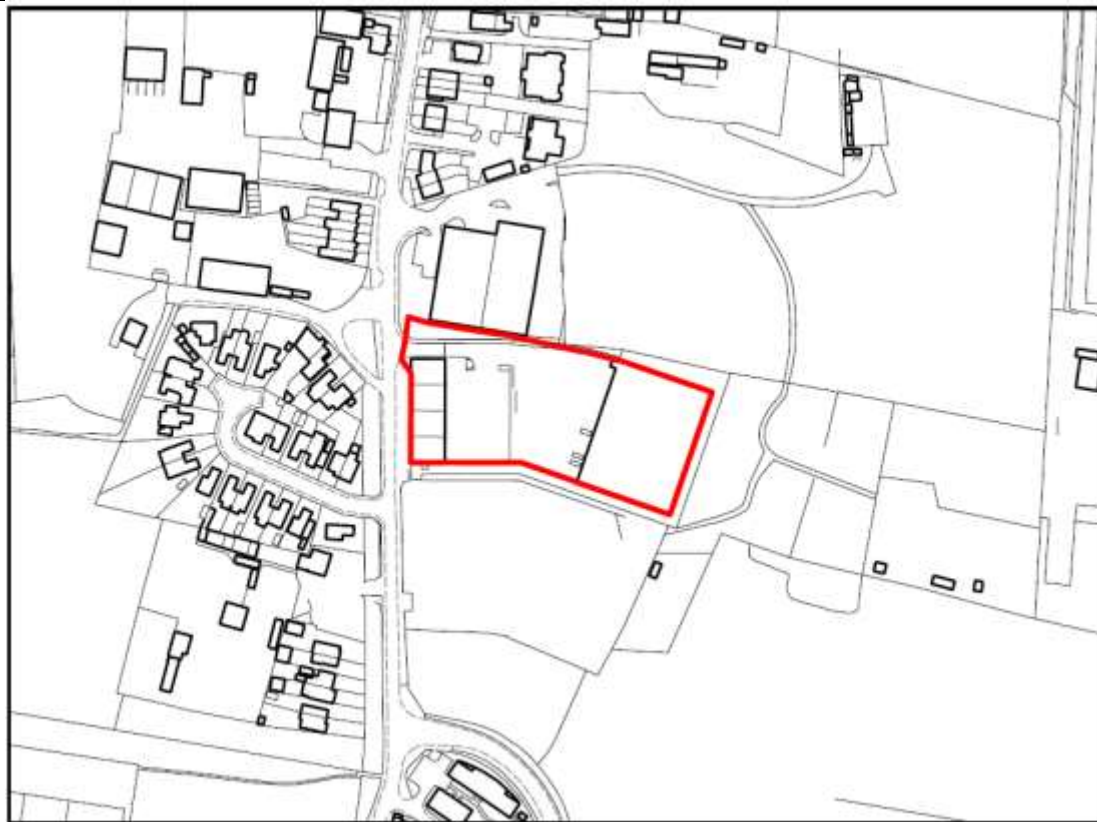
### Summary

The site is in use as a car showroom with associated workshop. The site is adjacent to the petrol filling station on Marshalls roundabout to the east and open land to the west. The surrounding area is mixed, with some residential as well as some undeveloped land with residential the dominant use.

The site is located within the urban area in a sustainable location, in close proximity to local services and public transport on Shepperton high street. The site is considered suitable for redevelopment and could accommodate lower density development. A previous application (04/00443/FUL) was refused for 14 dwellings on the basis that its height and bulk would represent over-development of the site which would be out of character. As such a reduced scheme could be achievable on the site taking into account the character and conservation area. This was upheld at a subsequent appeal.

Whilst the site is considered suitable for redevelopment, subject to overcoming flood risk, it is not considered necessary to allocate through the Local Plan as limited benefits have been identified from a potential allocation. The site could potentially come through the planning system as windfall development, guided by policies in the Local Plan, without allocation.

<b>Site ID</b>	SN1/002	<b>Site Name</b>	Camgate Centre, Long Lane, Stanwell
<b>Area (ha)</b>	0.73	<b>Location</b>	Urban



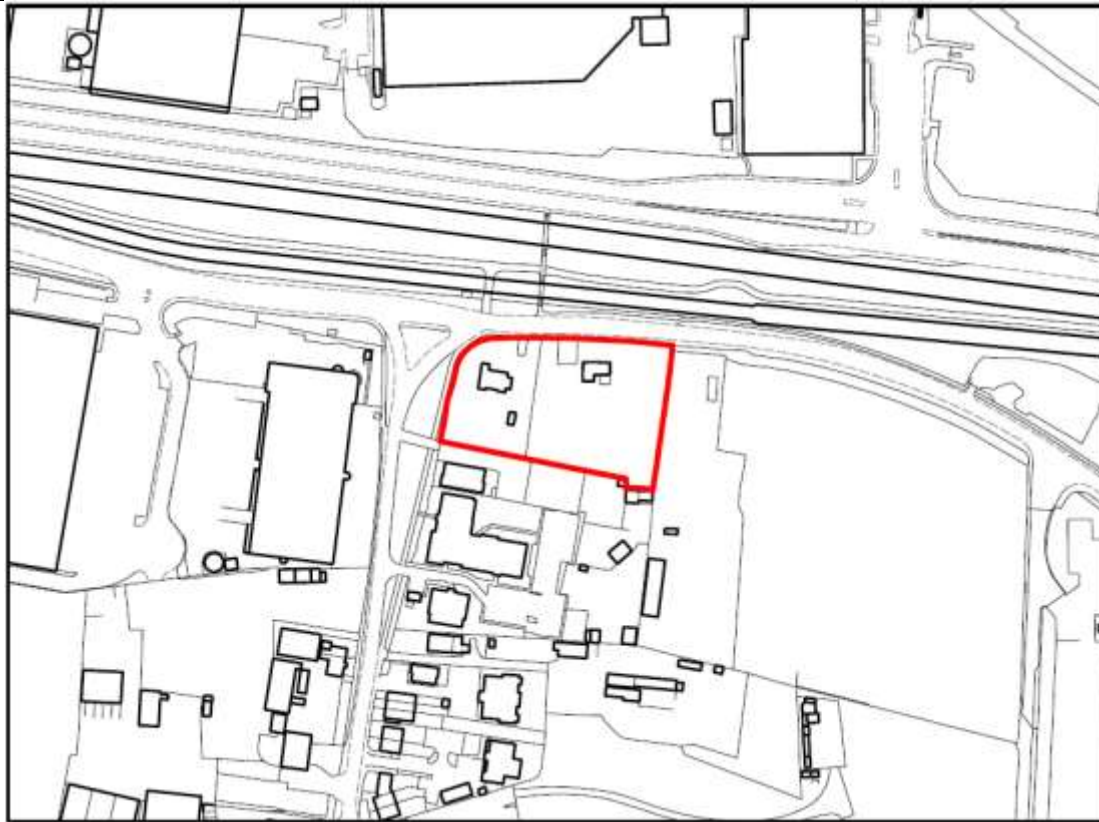
### Summary

The site is located to the south of Heathrow Airport on the eastern side of Long Lane. It comprises a multi-let industrial estate constructed in 1996 and lies within a designated Employment Area, together with a building to the north but not within the same promoted site. It is surrounded to the south, east and partly to the north by undeveloped Green Belt but is not within this designation itself. The area comprises a mix of uses, including storage and distribution, commercial and residential as well as the undeveloped open land surrounding the site and a nearby recreation ground.

The site is located within the urban area but not a particularly sustainable location and not well served by local services and public transport. Whether the site is suitable for development depends on the nature of the proposed use and the site promoter is open to a range of uses. The site appears to be in fully let, active use for light industrial use within a designated Employment Area. A non-employment use is unlikely to be considered acceptable. In particular, whilst there are pockets of residential development nearby, a housing scheme is not considered to be appropriate in such close proximity to other commercial uses and in view of the loss of employment land. Material released during the first stage of consultation on Heathrow Airport expansion suggests the site could be used for airport related development, likely to be cargo. If not proposed for allocation through the Local Plan or depending on timing, Heathrow Airport Ltd would need to make the case for the site being developed as part of the DCO process if it falls within their proposed boundary.

Not considered reasonable to take forward at this stage but will review as Heathrow Airport progresses its expansion plans.

<b>Site ID</b>	SN1/003	<b>Site Name</b>	Land at Stanwell Farmhouse, Bedfont Road, Stanwell
<b>Area (ha)</b>	0.52	<b>Location</b>	Green Belt



### Summary

The site is located on a corner plot off Bedfont Road. It was previously the site of the listed Stanwell farmhouse which has since been demolished. The land is currently used predominately for commercial purposes and airport car parking which is unlawful and subject to an enforcement notice.

The local area is characterised by predominately commercial uses with some residential development. Heathrow airport is to the north of the site and there is a large tract of commercial land to the east.

The strong Green Belt performance of the site means that release could potentially harm the wider strategic Green Belt. The site is however previously developed and performs little to no visual amenity function. More information is awaited from the Heathrow expansion process to determine if the site could form part of proposals but Heathrow Airport Ltd would need to make the case for the site being developed as part of the DCO process and arguing that Very Special Circumstances exist that would outweigh the harm.

Do not take forward for allocation.



<b>Site ID</b>	SN1/004	<b>Site Name</b>	Land at Birch Green/Staines Pumping Station (Site A), Stanwell Moor Road, Staines
<b>Area (ha)</b>	3	<b>Location</b>	Green Belt



### Summary

The site consists of grass fields, limited hardstanding area and a couple of storage buildings. The site is currently used as grazing and contractors' material storage. It is retained as operational land by Thames Water and a section of aqueduct cuts through the south-eastern tip of the site. The vehicular existing access is via Stanwell Moor Road and continues through the site to access the King George VI Reservoir. The King George VI Reservoir lies immediately to the north of the site and there are fields to the west. To the east on the other side of Stanwell Moor Road is a residential area and Crooked Billet Roundabout and the Staines Bypass is due south.

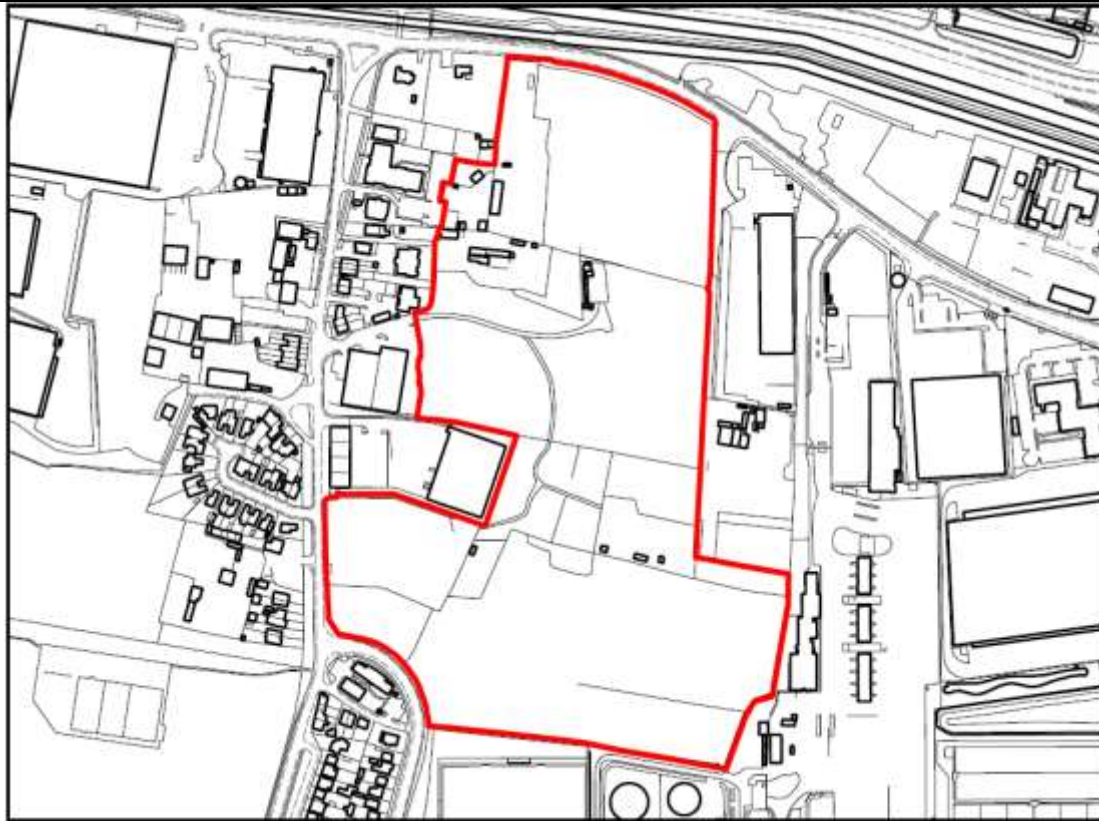
The site is reasonably sustainable, close to Staines town centre and local transport, few to none non-absolute constraints, and the loss of open space is limited to views rather than recreation value. There is some contribution to the strategy with housing promoted. Significant concern over the potential health, noise and air pollution effects on a residential development surrounded by busy and frequently congested roads and junctions. The site is moderately performing at both GBA Stage 1 and 2, and plays an important role for strategic Green Belt. Not recommended for release as plays a fundamental role in the wider Green Belt area and its loss would harm the integrity and performance of the Green Belt. Visual impact noticeable but not significantly negative.

Through the Sustainability Appraisal, the site only scores well against housing and employment/economic benefits. All other scores were neutral or negative. Double

negative on noise and air pollution due to the known air quality issues relating to the Crooked Billet junction and the noise from that junction, Stanwell Moor Road and the A30 Staines Bypass, all of which experience idling vehicles during periods of congestion. There may also be negative health implications of developing in close proximity to the Crooked Billet Roundabout.

Site not considered appropriate to take forward due to performance against Green Belt purposes and taking account of noise and air quality concerns for future occupants.

<b>Site ID</b>	SN1/007	<b>Site Name</b>	Land at Green Acre Farm, Bedfont Road/Crane Road, Stanwell
<b>Area (ha)</b>	11.6	<b>Location</b>	Green Belt



### Summary

The site is undeveloped open land covered mostly by scrubland vegetation and some trees. A few small scale structures occupy the site. The site is not open to the public but can be accessed via Long Lane. The surrounding area is somewhat urban in character, with various commercial uses located to the east and west of the site. The site lies to the south of Bedfont Road adjacent to an airport parking site. Crane Road forms the eastern boundary where a number of commercial uses lie, including a truck storage facility.

The site scores well at Stage 2 – reasonably sustainable, close to other similar employment uses, few to none non-absolute constraints, and loss of open space limited to views rather than recreation value. Limited contribution to strategy as housing not likely to be suitable but depends on the type of employment use and whether there is a need in the Borough.

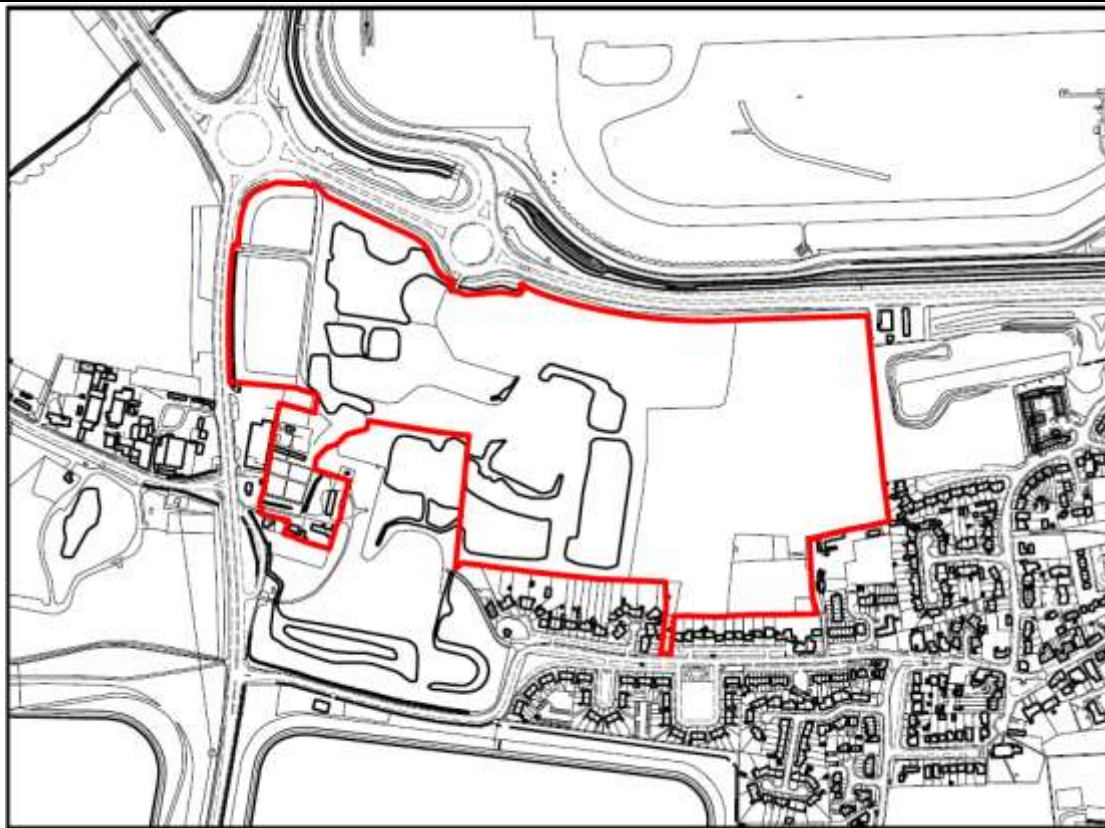
The site is strongly performing at both GBA Stage 1 and 2. Not recommended for release as plays a fundamental role in the wider Green Belt area and its loss would harm the integrity and performance of the Green Belt. Visual impact significant towards the south but limited within wider context of other industrial buildings and condition of the land to the north.

Through the Sustainability Appraisal the site Only scores well against housing (though not likely to be suitable) and employment/economic benefits. All other scores were neutral or negative.

Site not considered appropriate to take forward due to performance against Green Belt purposes and limited contribution to spatial strategy. Material released during the first stage of consultation on Heathrow Airport expansion suggests the site could be used for airport related development, likely to be cargo, but Heathrow Airport Ltd would need to make the case for the site being developed as part of the DCO process and arguing that Very Special Circumstances exist that would outweigh the harm.



<b>Site ID</b>	SN1/008	<b>Site Name</b>	Land south of Sothern Perimeter Road, Stanwell
<b>Area (ha)</b>	22.6	<b>Location</b>	Green Belt



### Summary

The site is occupied by mineral workings and agricultural land and is situated south of Southern Perimeter Road and east of Stanwell Moor Road. The character of the wider area is mixed, with Heathrow Airport located north of the site and the settlement of Stanwell located south east. In 2017, permission was granted for retention of an existing recycling operation on part of the site for the processing of construction and demolition waste for the production of restoration minerals for use in the former Stanwell Quarry and recycled aggregates for export for a period of 10 years.

The site is reasonably sustainable, close to other similar employment uses, few non-absolute constraints. Limited contribution to strategy as housing not proposed and unlikely to be suitable but depends on the type of employment use and whether there is a need in the borough. The site is subject to high levels of noise associated with the neighbouring airport.

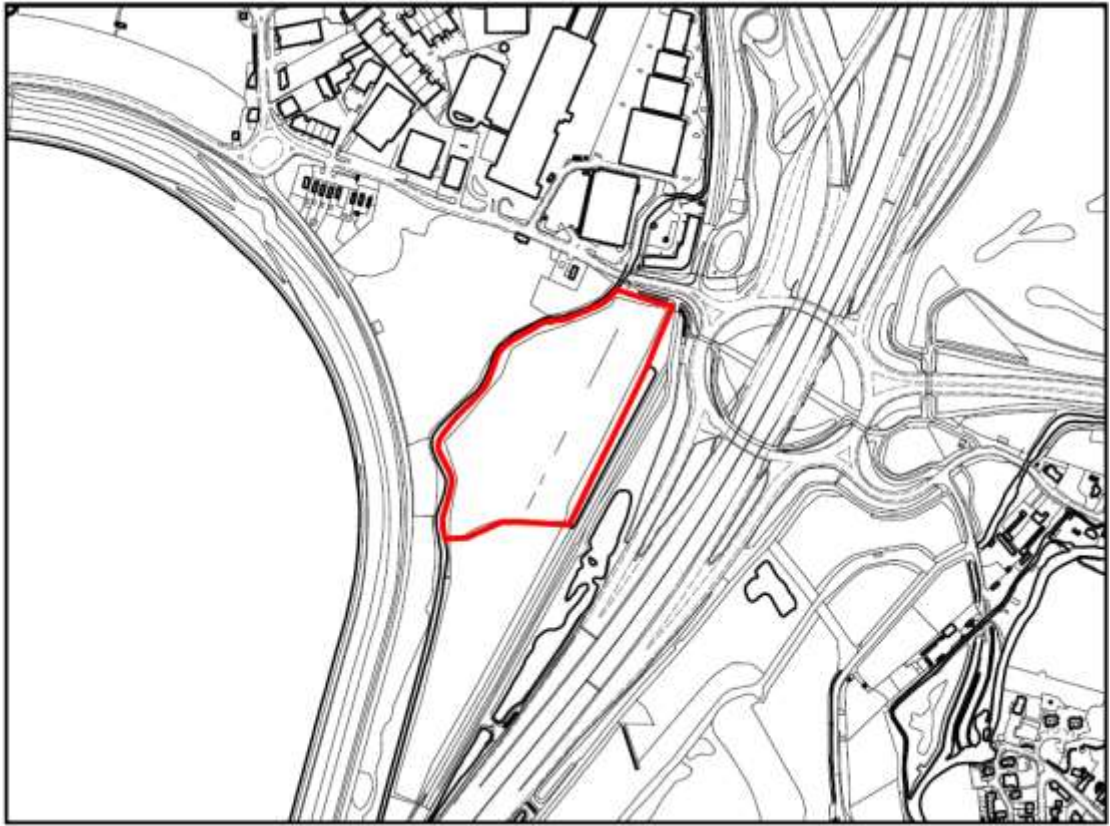
The site is strongly performing at both GBA Stage 1 and 2. Not recommended for release as plays a fundamental role in the wider Green Belt area and its loss would harm the integrity and performance of the Green Belt. Visual impact limited at present due to site being well screened but a development of more than a two or three storeys would be visible beyond boundaries and potentially have a negative impact, especially in comparison to the restored land.

Through the Sustainability Appraisal the site scores well against employment/economic benefits. All other scores were neutral or negative against social and environmental objectives.

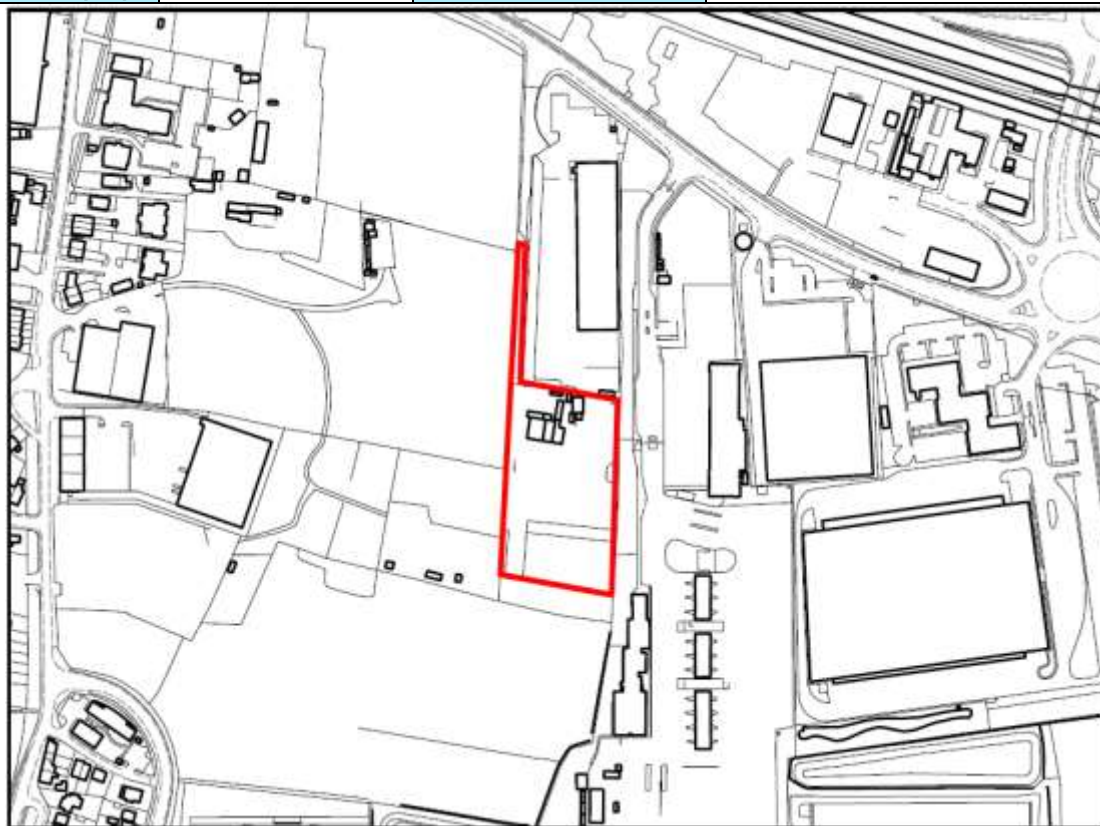
The site is not considered appropriate to take forward due to performance against Green Belt purposes, limited contribution to spatial strategy and visual impacts.

Material released during the first stage of consultation on Heathrow Airport expansion suggests the site could be used for airport related development, likely to be parking, but Heathrow Airport Ltd would need to make the case for the site being developed as part of the DCO process and arguing that Very Special Circumstances exist that would outweigh the harm.

Do not take forward for further consideration.

<b>Site ID</b>	SN1/009	<b>Site Name</b>	Land at Poyle Meadows, Horton Road, Poyle
<b>Area (ha)</b>	1.87	<b>Location</b>	Green Belt
			
<b>Summary</b>			
<p>The majority of the site is designated as a Site of Special Scientific Interest. The only developable part of the site is that outside the SSSI at the north, which significantly constrains the amount of development that could be accommodated. This is also a site identified by Heathrow Airport Ltd in their January 2018 expansion consultation as land potentially required in part for M25 and junction expansion/re-routing and/or airport related development.</p> <p>Discount from further consideration.</p>			

<b>Site ID</b>	SN1/014	<b>Site Name</b>	Mentone Farm, Bedfont Road, Stanwell
<b>Area (ha)</b>	1.1	<b>Location</b>	Mixed - Green Belt to south



### Summary

The site comprises a yard with hardstanding, storage and parking with established use for the purchase, sale and repair of industrial vehicles and machinery. To the south of the site is undeveloped scrub land within the Green Belt. The wider area is characterised by mainly commercial uses and buildings, mainly connected to the airport operations nearby. To the north is a commercial building with truck parking and beyond that, across Bedfont Road and the Southern Perimeter Road, is Heathrow Airport.

The site scores fairly well at Stage 2 – close to other similar employment uses, few to none non-absolute constraints, loss of open space but no recreation value and very limited views. Not a particularly sustainable location but schools and healthcare proximity not an issue for non-residential. Limited contribution to strategy as housing not proposed or likely to be suitable but depends on the type of employment use and whether there is a need in the Borough.

The parcel within which the southern part of the site is located performed strongly at both GBA Stage 1 and 2, with no defensible boundaries identified to create a smaller land parcel and separate it from Green Acre Farm adjacent. Not recommended for release as plays a fundamental role in the wider Green Belt area and its loss would harm the integrity and performance of the Green Belt. Visual impact limited and not significant.



Through the Sustainability Appraisal the site scores well against employment/economic benefits but performance limited as already in employment use. All other scores were neutral or negative.

The southern part of the site not considered appropriate to take forward due to performance against Green Belt purposes and taking account of limited contribution to spatial strategy. Material released during the first stage of consultation on Heathrow Airport expansion suggests the site could be used for airport related development, likely to be cargo, but Heathrow Airport Ltd would need to make the case for the site being developed as part of the DCO process and arguing that Very Special Circumstances exist that would outweigh the harm. Northern part of the site could be considered for allocation as industrial/cargo use, however site is however already in commercial use so there may be limited net benefits for allocating for a similar use.

Discount from consideration.

<b>Site ID</b>	SN1/016	<b>Site Name</b>	Town Lane Recreation Ground, Town Lane, Stanwell
<b>Area (ha)</b>	0.65	<b>Location</b>	Green Belt



### Summary

Site identified as an area for further consideration through the Green Belt Assessment Stage 2.

Recreation ground located to the west of Stanwell alongside Town Lane. The site has built development to its northern and southern boundaries and the reservoir lies to the west.

The site performs an important recreation role and its loss would require replacement with the same or enhanced provision. The loss of recreation land would be significant and is not considered to be outweighed by the benefits of additional housing.

Discount from consideration.

<b>Site ID</b>	SN2/001	<b>Site Name</b>	Minerva House, Minerva Close, Stanwell
<b>Area (ha)</b>	0.18	<b>Location</b>	Urban



### Summary

The site is located on a large plot within a residential area. To the east of the site is an area of open field, with the site surrounded by residential development on the other three sides.

The site is not considered to be located sustainably as almost all services are beyond the preferred maximum walking distance. The site is within the 69-72 Leq noise contour so is exposed to noise pollution and the site falls adjacent to flood zone 3a, which is the main access route into the site. A dry means of escape may therefore not be possible. The site is however within the urban area and is previously developed land, meeting this element of the spatial strategy. Significant mitigation required to make residential development on the site acceptable. Site is isolated from many services meaning that there will be a heavy reliance on cars to travel. As such performance against the Sustainability Appraisal is largely negative.

The site could potentially be suitable for development, subject to flood risk mitigation, and noise attenuation measures. The site is not in a sustainable location and there would be limited opportunities to encourage a modal shift away from car use without significant public transport provision enhancement. Redevelopment would provide the opportunity to improve the visual appeal of the site which is in poor condition.

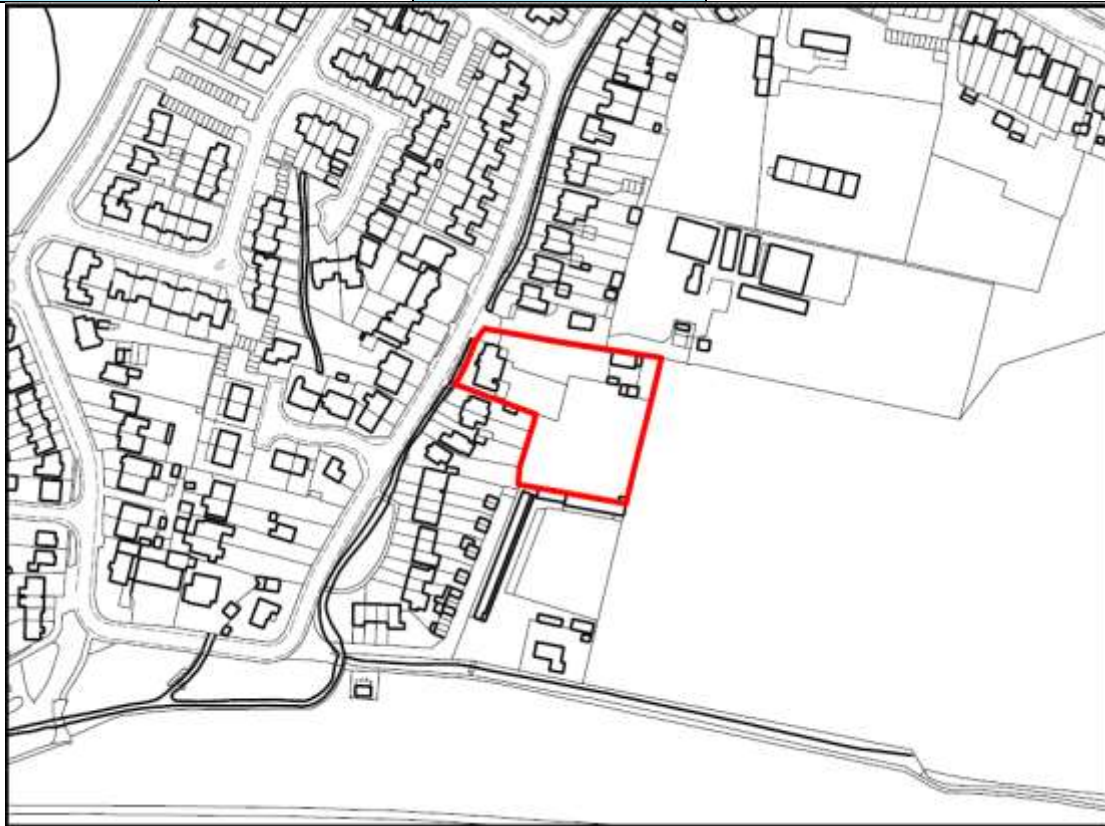
The site may be suitable for development however limited benefits have been identified from allocating the site due to its non-strategic nature. Availability has yet to

be confirmed by its landowner and it is anticipated that should the site come forward, it could be delivered through the planning process as windfall development, guided by Local Plan policies.

Discount from further consideration.



<b>Site ID</b>	SN2/002	<b>Site Name</b>	Hope Inn, 53 Hithermoor Road, Stanwell Moor
<b>Area (ha)</b>	0.42	<b>Location</b>	Mixed urban and Green Belt



### Summary

The site is located within a row of residential dwellings and is occupied by former pub which is in a state of disrepair. The site is located on the eastern side of Hithermoor Road and part of the rear of the site is within the Green Belt. The front of the site towards the west is in the urban area whilst the rear towards the east is located within the Green Belt.

The site could potentially be suitable for development, subject to flood risk mitigation, habitats survey, noise attenuation measures and strengthening of Green Belt boundaries. Redevelopment would provide the opportunity to improve the visual appeal of the site. Development of weakly performing Green Belt would meet certain elements of the preferred strategy. Sub-area recommended for release in the Green Belt Assessment Stage 2 as is weakly performing Green Belt. The sub area is predominantly occupied by industrial and agricultural uses, limiting the openness and rurality.

The sustainability of the location could be improved however as some services are beyond preferred travel distances. Neighbouring uses, with their close proximity, are not considered to be compatible with new residential development on the Green Belt part of the site. The site is also subject to significant noise pollution as it sits within the 63-66 Leq noise contour and access into the site is within flood risk areas which could prohibit a dry means of escape. Given these constraints it is felt the site should be discounted from consideration.

The urban area of the site could come forward through the planning system as windfall development but this is not considered of a strategic nature and does not warrant allocation.

<b>Site ID</b>	SN2/003	<b>Site Name</b>	Land on the north side of Horton Road, Stanwell Moor
<b>Area (ha)</b>	0.76	<b>Location</b>	Green Belt



### Summary

The site is split into two sections, with the western portion occupied by open green space, with trees lining the site. The site is split by Hithermoor stream which runs through the centre and is a historic landfill. The character of the wider area is mixed, with commercial uses located to the south and east and open space located to the north past A3113.

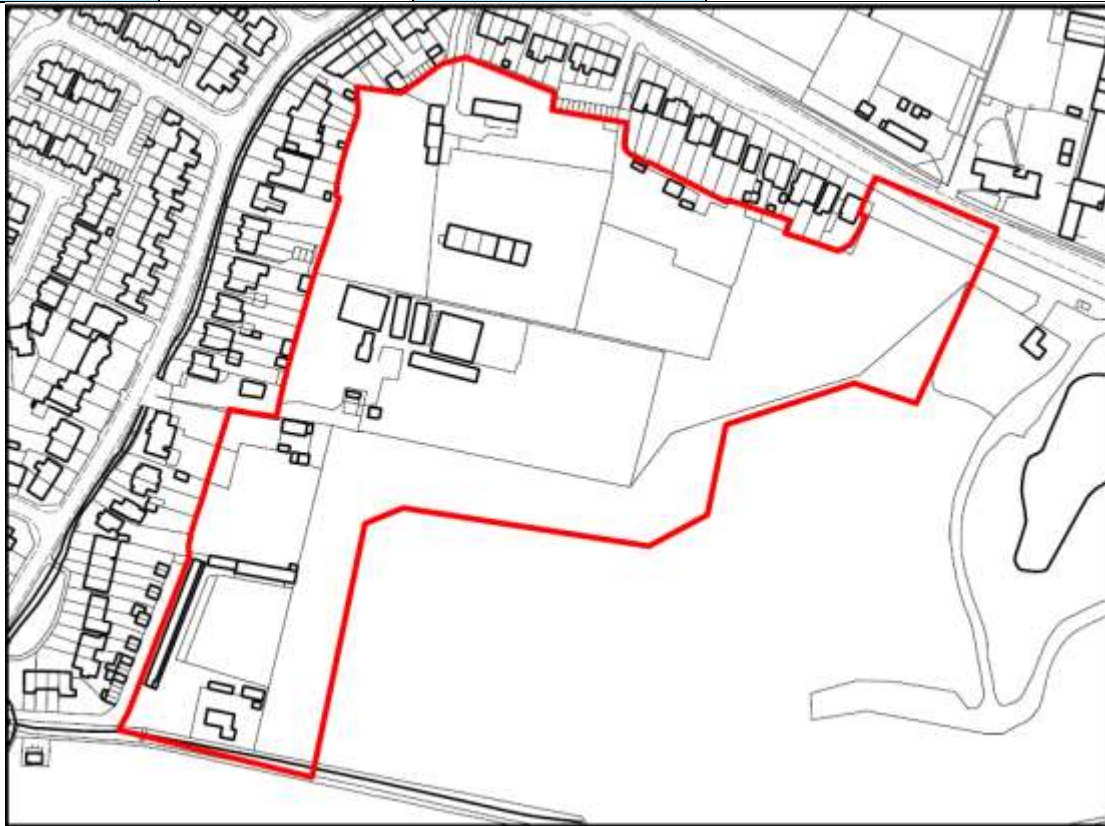
Site did not score particularly well at Stage 2 – a number of non-absolute constraints, loss of open space but no recreation value. Not a sustainable location due to remoteness and lack of facilities in Stanwell Moor village. Limited contribution to strategy and significant concern over noise and air quality impact on future occupiers due to proximity to M25 and Heathrow Airport.

The sub-area is not recommended for release in the Green Belt Assessment Stage 2 as it plays an important role in the wider strategic Green Belt. Visual impact is limited by the site's poor appearance of the roadside boundary but site is sensitive as a low-key gateway to the village and transition to more urban form.

Through the Sustainability Appraisal the site performs well against housing and employment objectives, however negatively against environmental objectives.

Not considered to warrant taking forward due to Green Belt performance, relatively unsustainable location and potential impacts of noise and air pollution on future occupiers.

<b>Site ID</b>	SN2/004	<b>Site Name</b>	Land at Hithermoor and Horton Road, Stanwell Moor
<b>Area (ha)</b>	5.19	<b>Location</b>	Green Belt



### Summary

The site was identified through the Green Belt Assessment Stage 2 as an area for further consideration.

The site is a large area of land located between Horton Road and Hithermoor Road within Stanwell Moor. Commercial uses are present on part. The surrounding area is made up of fairly sparse development with residential to the west, commercial uses to the east, the reservoir to the south and large area of open land to the north. The site is on the edge of Stanwell Moor urban area. Oak Leaf Farm recovery and recycling processing plant is to the east and partly to the south of the site.

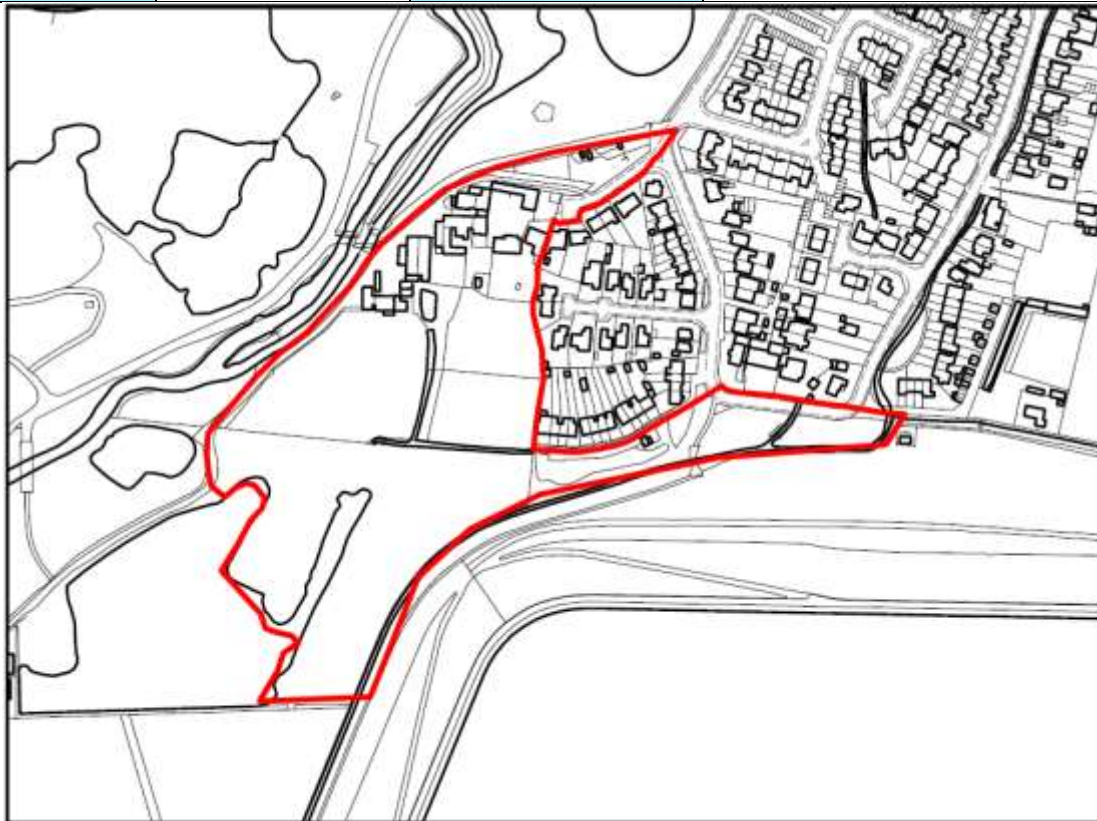
Site could be considered due to weak Green Belt performance however the site is not sustainably located. It is not clear if site is available for development. Significant noise impacts expected due to proximity to Heathrow Airport. Site is also adjacent to Oak Leaf Farm recovery and recycling plant which has a number of HGV movements and on-going waste processing operations.

Site supports a number of commercial uses and is adjacent to Oak Leaf farm. The site is in a number of land ownerships and could be challenging to bring forward for development.

Do not take forward for further consideration.



<b>Site ID</b>	SN2/005	<b>Site Name</b>	Hithermoor Farm, Farm Way, Stanwell Moor
<b>Area (ha)</b>	5.3	<b>Location</b>	Green Belt



### Summary

The site was identified through the Green Belt Assessment Stage 2 as an area for further consideration.

The site lies to the south west of Stanwell Moor and comprises industrial and agricultural uses at Hithermoor Farm in the north. The site is accessed via Farm Way to the north. The northern part of the site including the farm buildings and farm house have planning approval for 23 residential units.

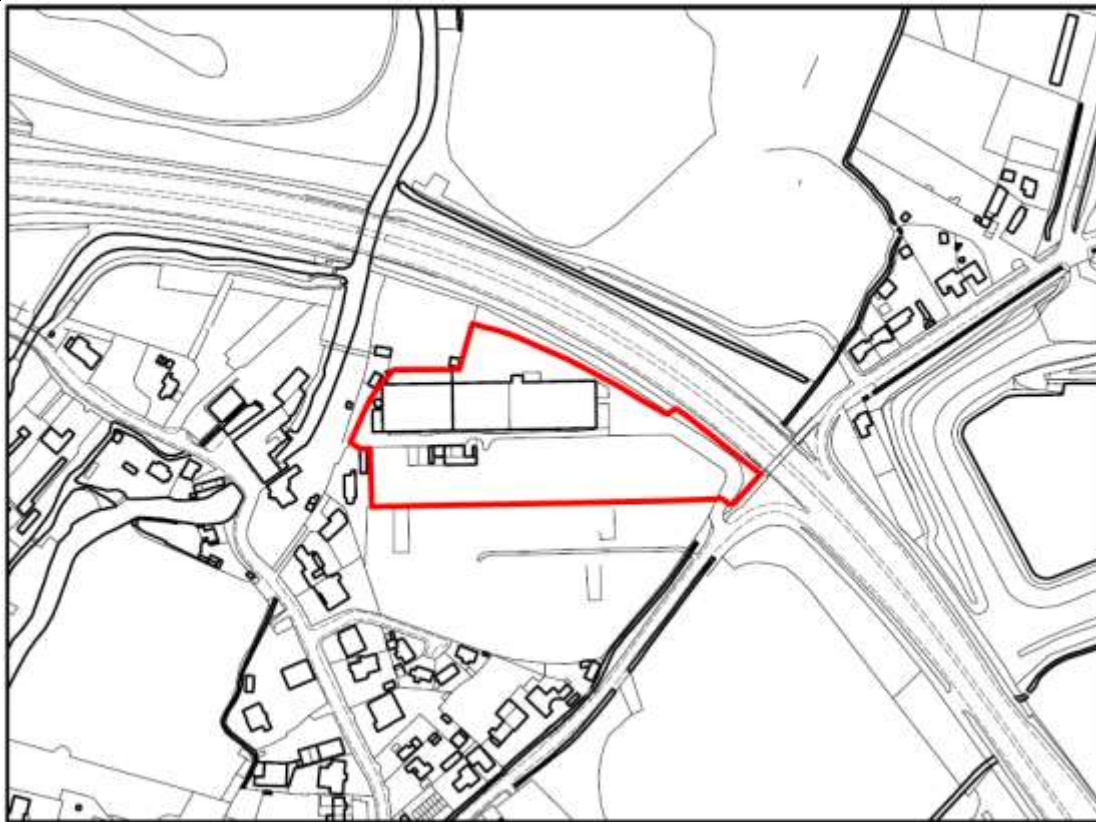
Site has a somewhat positive contribution to the spatial strategy as would result in additional housing development and the site is weakly performing Green Belt, although there would be a loss of visual amenity for surrounding properties.

The site is largely within flood zone 3a. The site is not considered to be sustainably located with local health and education services beyond walking distance. This is likely to increase car use. The costs associated with improving accessibility could outweigh the gains of developing the site.

In addition, the site did not perform well against many of the environmental objectives in the Sustainability Appraisal as it is undeveloped open land. Close proximity to Heathrow Airport could have negative health implications this could worsen with expansion. For these reasons the site should be discounted from further consideration.



<b>Site ID</b>	SN4/001	<b>Site Name</b>	Land at Spout Lane, Stanwell Moor
<b>Area (ha)</b>	1.89	<b>Location</b>	Green Belt



### Summary

The site is occupied by a B8 warehousing unit with associated parking and open storage. The surrounding area is mixed in character, with a more open rural landscape to the north of the site beyond the dual carriageway A3113, whilst the settlement of Stanwell Moor is located to the south and west with a more semi-urban character.

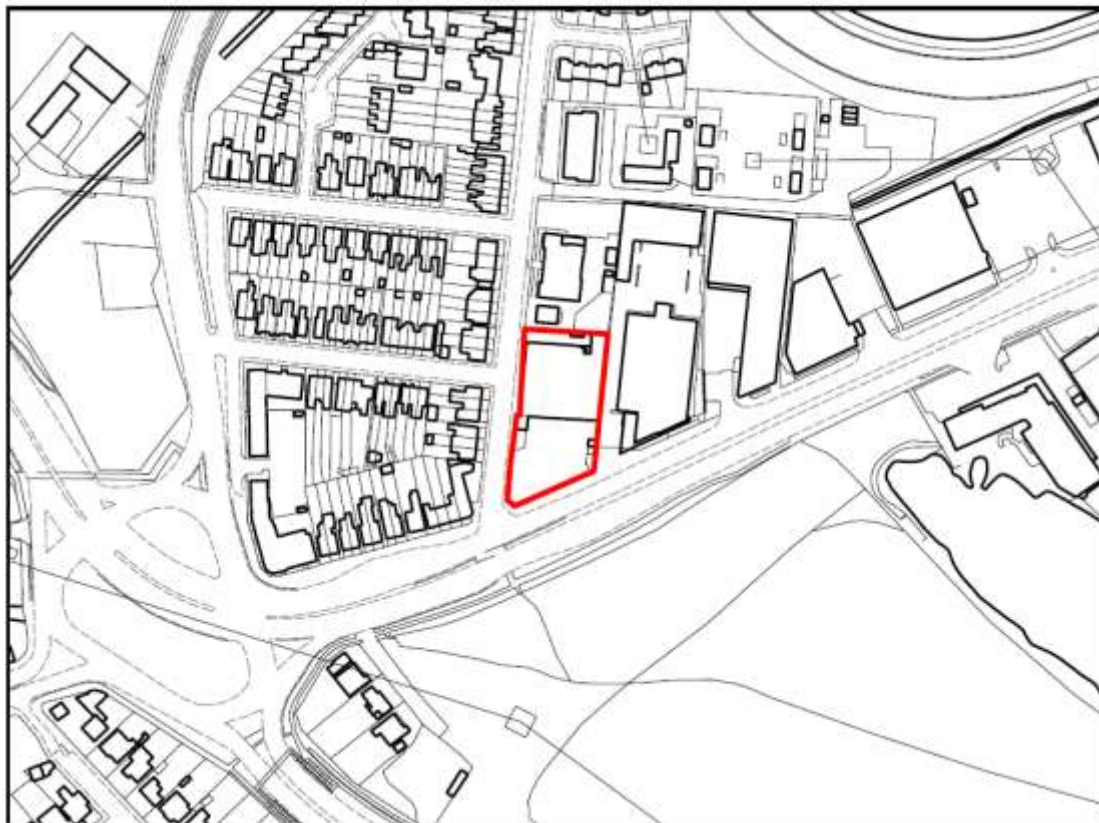
The site performed variably at Stage 2 – some non-absolute constraints, but likely to be less of an issue for non-residential development proposed. Not a particularly sustainable location due to remoteness and lack of facilities in Stanwell Moor village. Limited contribution to spatial strategy and some concern over noise and air quality impact for employees due to proximity to M25 and Heathrow Airport.

Sub-area not recommended for release in the Green Belt Assessment stage 2 as it plays an important role in the wider strategic Green Belt. Visual impact limited by existing commercial appearance of the site.

Through the Sustainability Appraisal the site only scores well against employment/economic objectives and these are limited as the site is already in employment use. Other scores mainly neutral as a result of the current commercial development on site or negative as location is not considered to be particularly sustainable.

Not considered to warrant taking forward due to Green Belt performance and relatively unsustainable location for an intensified use. Limited net gain from commercial use.

<b>Site ID</b>	ST1/004	<b>Site Name</b>	193 London Road, Staines
<b>Area (ha)</b>	0.26	<b>Location</b>	Urban



### Summary

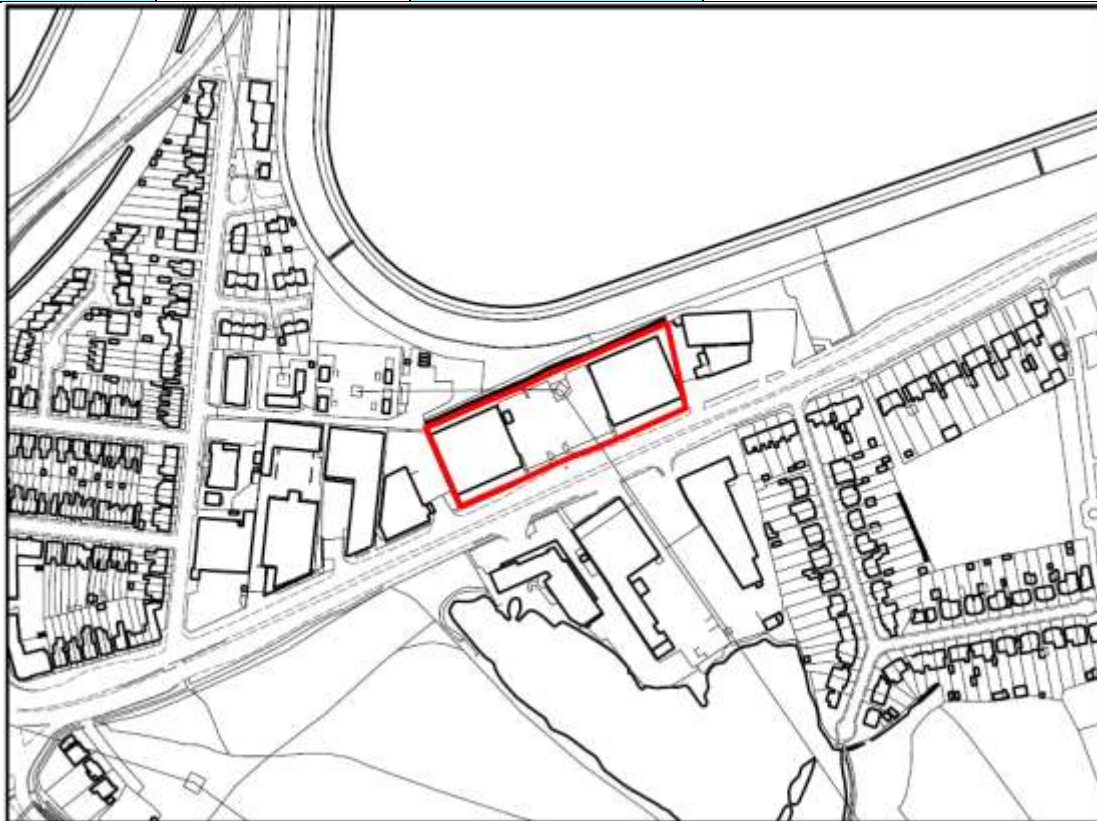
The site is located on the northern side of the A30/London Road and is occupied by a commercial showroom to the north. The southern part of the site is occupied by a parking area, where the site meets the A30. The site is accessed via Stanwell New Road which runs to the west of the site.

The site is considered to be in a reasonably sustainable location, however would benefit from planned improvements to the Crooked Billet Roundabout which would enhance pedestrian movement through the area. The site is subject to few non-absolute constraints which could be mitigated.

Whilst the site could accommodate a mixed use or residential scheme, it is considered that the neighbouring uses and the existing employment area are unlikely to be compatible with any proposed residential use. The site could however accommodate alternative commercial uses but there would be limited value in allocating the site with minor net gains.

Do not take forward for potential allocation.

<b>Site ID</b>	ST1/006	<b>Site Name</b>	233-269 London Road, Staines
<b>Area (ha)</b>	0.88	<b>Location</b>	Urban



### Summary

The site is located on the northern side of the A30/London Road and is occupied by two light industrial units at either end of the site with a car parking area in the middle. Staines Reservoir is located to the north of the site whilst the surrounding area is predominantly commercial in character, although there are some residential properties further to the north west and south east. Shortwood Common is located south beyond commercial uses.

The site is considered to be in a reasonably sustainable location, however would benefit from planned improvements to the Crooked Billet Roundabout which would enhance pedestrian movement through the area. The site is subject to few non-absolute constraints which could be mitigated.

Whilst the site could accommodate a mixed use or residential scheme, it is considered that the neighbouring uses and the existing employment area are unlikely to be compatible with any proposed residential use. The site could however accommodate alternative commercial uses but there would be limited value in allocating the site with limited net gains expected.

Do not take forward for potential allocation.



<b>Site ID</b>	ST1/012	<b>Site Name</b>	Masonic Hall and Old Telephone Exchange site, Elmsleigh Road, Staines
<b>Area (ha)</b>	0.32	<b>Location</b>	Urban



### Summary

The site is located to the south of the High Street and to the east of the A308/Thames Street. The site is located to the north and west of Elmsleigh Shopping Centre and is bounded by Elmsleigh Road and a servicing ramp for the Elmsleigh Centre. The surrounding area is predominantly commercial as the site is located within the Borough's primary shopping area.

The site is well-located within Staines Town Centre, with local services and employment within walking distance. Given the existing character of the area the site could accommodate high density, high rise development. This would however put additional pressure on local services therefore local infrastructure would need to be improved. The introduction of high rise residential use could facilitate the improvement of the visual appeal of the site through high quality design. The site generally performs well against the Sustainability Appraisal but mitigation would be required to reduce the impacts of the increased cumulative concentration of residential dwellings in the area (in association with ST4/019 and ST4/009). The site is subject to several non-absolute constraints but these are considered to be mitigatable.

The site is considered suitable for development and should be taken forward. Given that the site is enveloped by ST4/009 and was previously allocated along with the site through the 2009 Spelthorne Allocations Development Plan Document, it is



considered appropriate to consider the two sites as one potential allocation therefore this ST1/012 will be subsumed into ST4/009.

<b>Site ID</b>	ST1/013	<b>Site Name</b>	Land at Vicarage Road, Wraysbury Road, Staines
<b>Area (ha)</b>	2.6	<b>Location</b>	Green Belt



### Summary

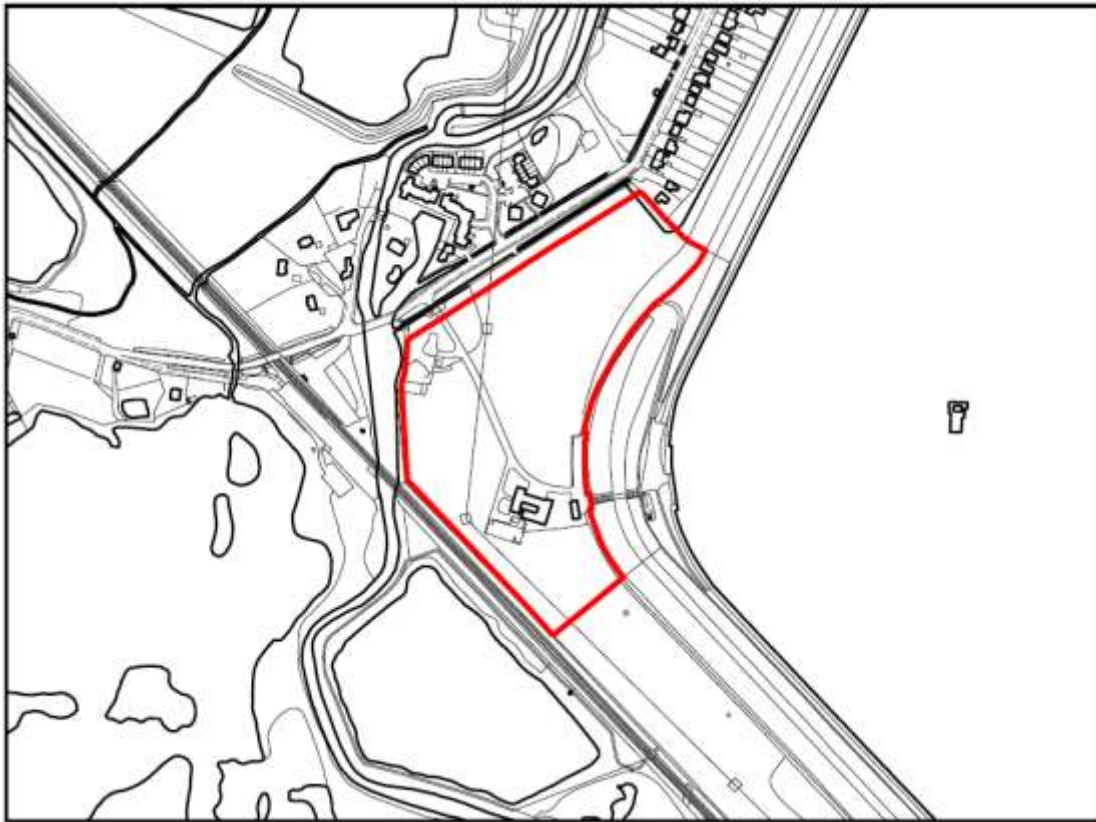
The site is currently used for horse grazing. The site is open in nature and lined by trees to the west and east.

A small water body sits to the west of the site with a church and Lammas recreation ground to the south beyond Wraysbury Road. Residential development sits to the east of the site. The wider area is largely urban in nature with a more semi-urban/rural character further west.

Approximately 54% of the site is located within flood zone 3b, with a further 17% in flood zone 3a and a substantial part of the remaining area within flood zone 2. The site was originally allocated for flood compensation when development took place to the north (application 97/00027/OUT and 97/00063/FUL) therefore should be excluded from development.

Discount from further consideration.

<b>Site ID</b>	ST1/014	<b>Site Name</b>	Thames Water training centre, Coppermill Road, Wraysbury
<b>Area (ha)</b>	6.5	<b>Location</b>	Green Belt



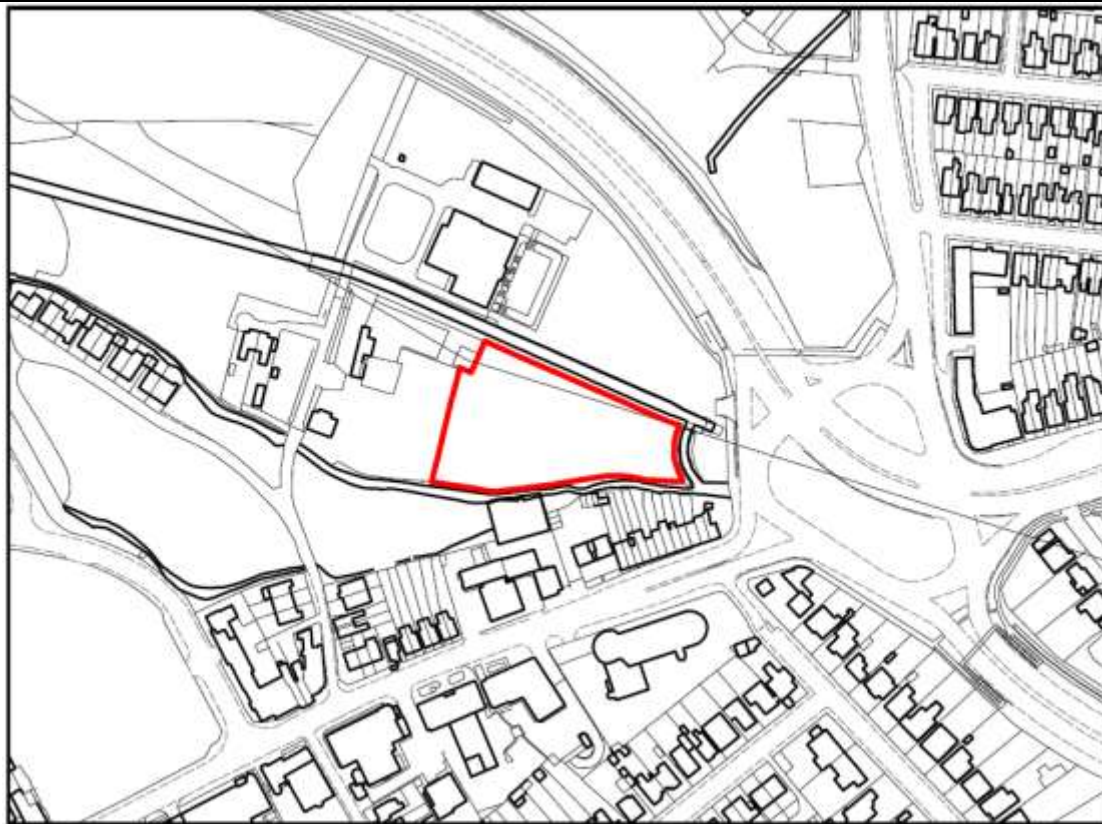
### Summary

The site currently has a single storey training centre building on site, with the remainder of the land used for grazing. The land is retained by Thames Water operations, but it is confirmed that the site is available for development. The site sits adjacent to Wraysbury station and on the edge of a line of housing along Coppermill Road. The area is dominated by the Reservoir that sits next to the site and areas close by that are used for mineral extraction and lakes.

The site is a designated SNCI. Although not an absolute constraint, the site is considered to perform a significant role for the conservation of the local wildlife. Redevelopment of the site would result in adverse effects on the area of ecological importance. The benefits of any proposed scheme are not considered to outweigh the decrease in the nature conservation value.

Discount from further consideration.

<b>Site ID</b>	ST1/015	<b>Site Name</b>	Land at Birch Green/Staines Pumping Station, London Road, Staines
<b>Area (ha)</b>	0.52	<b>Location</b>	Green Belt



#### Summary

The site is located north west of the Crooked Billet roundabout. The land is open greenfield and there is no clear use on site. It is owned by Thames Water and adjoins land on which a pumping station is located. The availability for development has been confirmed.

The site scores moderately at Stage 2 – reasonably sustainable with proximity to bus stops, rail station and Staines town centre. Safe pedestrian travel across the Crooked Billet roundabout could be an issue as there are few safe crossing points, however planned improvements are anticipated to be complete in 2021. The site is significantly negatively impacted upon by noise and pollution due to its location. This has been reflected in the Sustainability Appraisal, with negative health impacts. Positive housing impacts have however been identified.

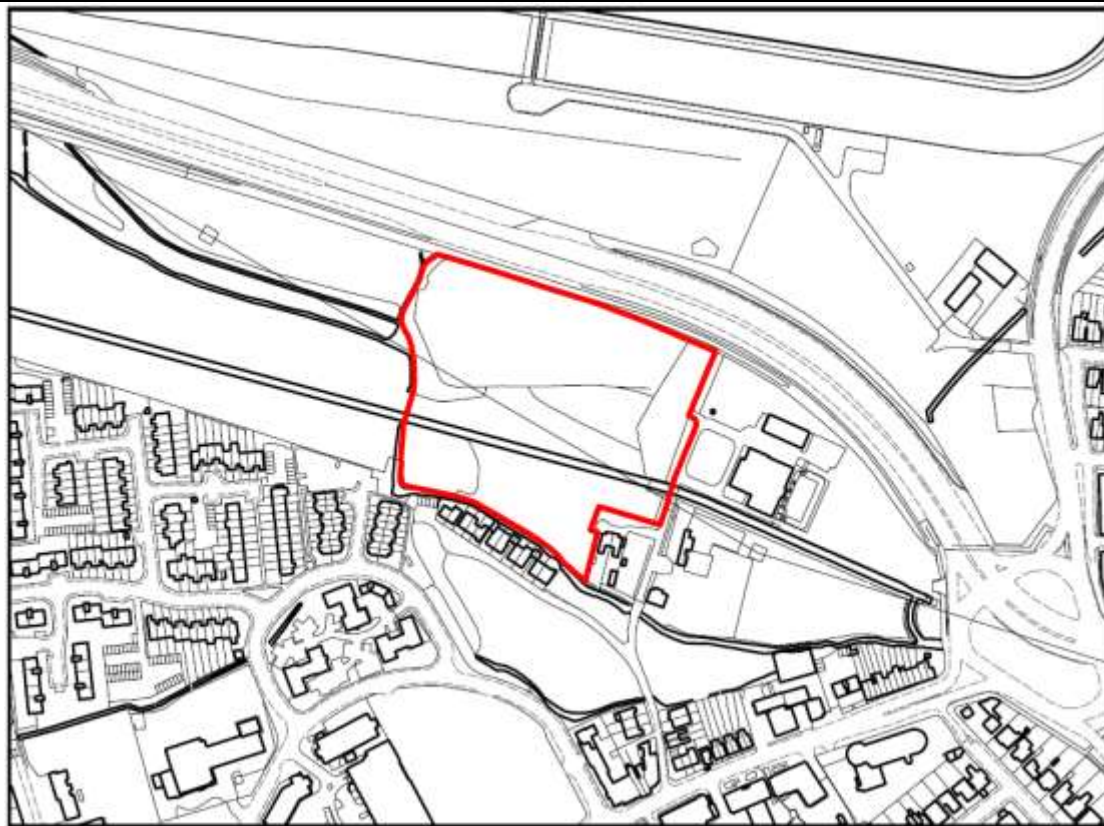
The site performs moderately in Stages 1 and 2 of the Green Belt Assessment. It is considered to play an important role as part of the wider strategic Green Belt.

Site not considered appropriate to take forward due to performance against Green Belt purposes, limited contribution to spatial strategy and significant noise and air pollution which would severely impact future occupiers of the site and for which mitigation is expected to be limited.

Do not take forward for further consideration.



<b>Site ID</b>	ST1/016	<b>Site Name</b>	Land at Birch Green/ Staines Pumping Station (Site C) London Road Staines
<b>Area (ha)</b>	2.5	<b>Location</b>	Green Belt



#### Summary

The site is to the west of the Thames Water Pumping Station. Existing access is via Birch Green. The site is located to the west of the Crooked Billet Roundabout and is just to the north of Staines upon Thames.

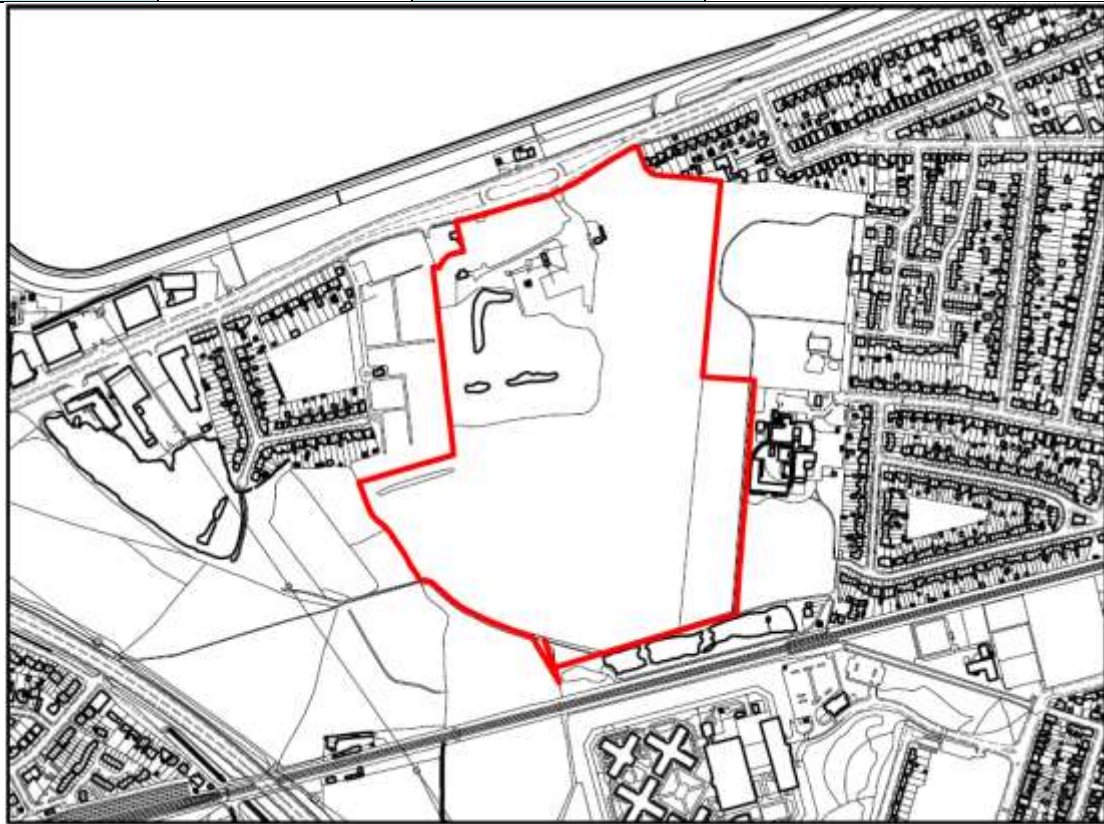
Site scores moderately at Stage 2 – reasonably sustainable with proximity to bus stops, rail station and Staines town centre. Safe pedestrian travel across the Crooked Billet roundabout could be an issue as there are few safe crossing points, however planned improvements are anticipated to be complete in 2021. The site is significantly negatively impacted upon by noise and pollution due to its location. This has been reflected in the Sustainability Appraisal, with negative health impacts. Negative impacts are due to the site being undeveloped Green Belt land and its location adjacent to the A30. Site only scores positively against housing needs. The site performs moderately in Stages 1 and 2 of the Green Belt Assessment. It is considered to play an important role as part of the wider strategic Green Belt.

Site not considered appropriate to take forward due to performance against Green Belt purposes, limited contribution to spatial strategy and significant noise and air pollution which would severely impact future occupiers of the site and for which mitigation is expected to be limited.

Do not take forward for further consideration.



<b>Site ID</b>	ST1/017	<b>Site Name</b>	Hengrove Farm, London Road, Staines
<b>Area (ha)</b>	23	<b>Location</b>	Green Belt



### Summary

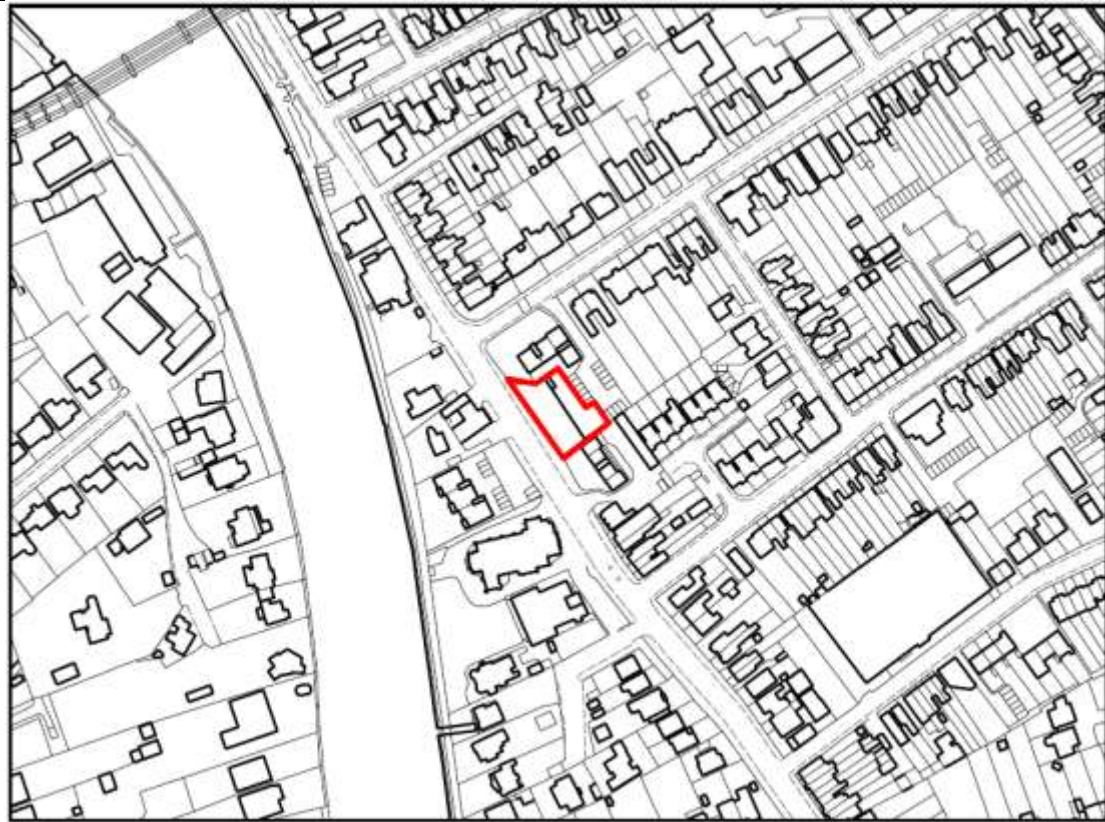
The site is currently vacant and has previously been used as a minerals site and landfill. There is a cemetery immediately to the west of the site with a small cluster of residential development further to the west. The A30 runs along the northern boundary with a rail line to the south and a larger residential area to the east.

The site is considered to be in a reasonably sustainable location with most services within walking distance. The site is currently part of operational mineral workings therefore Surrey CC require consultation. The site partly meets the spatial strategy as would provide the opportunity to meet a significant quantity of housing need. It is however strongly performing Green Belt which is contrary to the preferred strategy. The site performed strongly at Stage 1 of the Green Belt Assessment. The site contains very little built form and that present on site would be expected to be removed through the restoration process once workings are complete. The site performs a moderate visual amenity role. An existing bund does however limit views from a school and park.

The site performs positively against housing and employment Sustainability Appraisal objectives due to the quantity of development that it could accommodate. The site is reasonably sustainably located so could reduce the need for car use, however it is adjacent to the A30/London Road so may increase congestion. Negative impacts are expected on emissions, water use, biodiversity, land use and flooding as the site is an open greenfield site.

Site not considered appropriate to take forward due to performance against Green Belt purposes. There is also an expectation to restore the site once mineral workings cease.

<b>Site ID</b>	ST1/036	<b>Site Name</b>	Universal Tyre Co Limited, Laleham Road, Staines
<b>Area (ha)</b>	0.08	<b>Location</b>	Urban



### Summary

The site is located on the eastern side of Laleham Road and is occupied by a tyre and car repairs business called Universal Tyres. The existing building on site is equivalent to two storey residential. The surrounding area is predominately residential to the north, east, south and west of the site. The street has a generally residential feel, being located close to the town centre, which is located to the north but not within it.

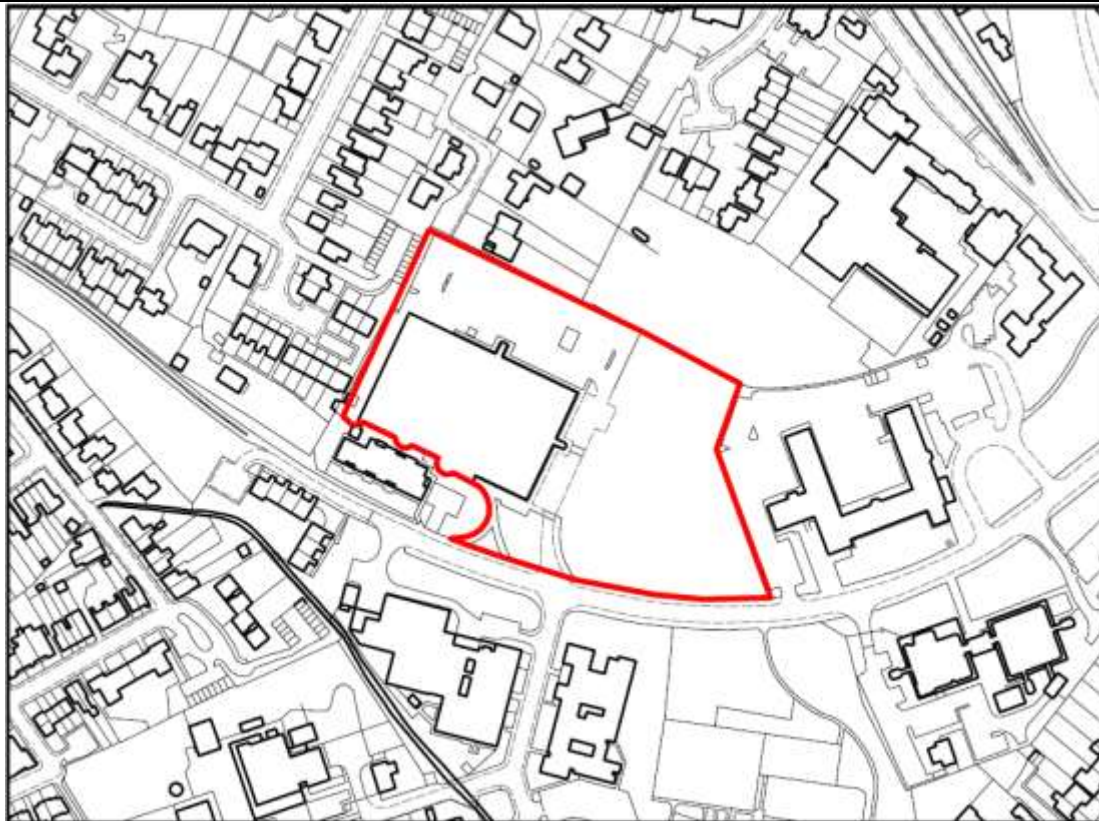
The site is located within the urban area in a highly sustainable location in close proximity to local services and public transport. The site is considered suitable for redevelopment and could accommodate high density flatted development similar to that in the surrounding area. Redevelopment would also offer the opportunity to make a positive contribution to the street scene. The site generally performs positively against the Sustainability Appraisal however negative impacts are expected on employment and flood risk. Development would be subject to a flood risk assessment and the ability to demonstrate a safe means of escape.

The site is suitable for development, subject to the demonstration that flooding constraints can be overcome, however limited benefits have been identified from allocating the site due to its non-strategic nature. It is anticipated that should the site come forward, it could be delivered as windfall development through the planning process, guided by Local Plan policies.

Discount from further consideration.



<b>Site ID</b>	ST2/003	<b>Site Name</b>	Spelthorne Leisure Centre and adjoining playing field, Staines
<b>Area (ha)</b>	1.78	<b>Location</b>	Urban



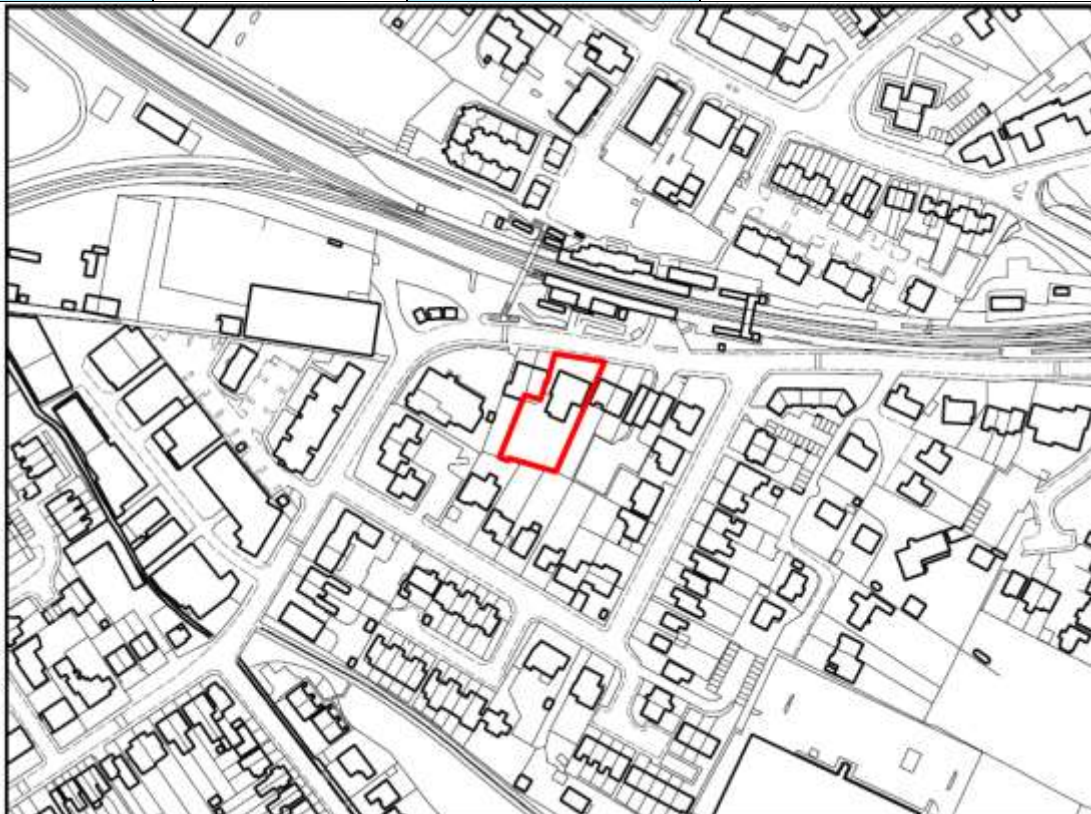
### Summary

The site is occupied by Spelthorne Leisure Centre and hardstanding used for car parking and a field to the east. The site is located to the north of Knowle Green. Immediately to the front of the leisure centre is a nursery and pre-school with a small area of residential development and public footpath to the west. To the west are Council offices and a private school and associated playing fields. To the south are a number of community uses and Staines Park.

The site is located within the urban area in a highly sustainable location in close proximity to local services and public transport. The site is considered suitable for redevelopment and could accommodate higher density development. This would however be contingent on relocating the leisure centre function to an alternative site. If the leisure centre is rebuilt on the same site, the site will not be available. Notwithstanding this, there is an opportunity to consider comprehensive redevelopment of the whole Knowle Green area, potentially with the Surrey County Council-owned buildings along Burges Way. This would help to deliver a high quality mix of community and residential development to modern standards and making efficient use of the land. This would be subject to the ability to overcome flood risk.

The site could be suitable for development however questions remain over its availability. It should therefore be discounted from consideration.

<b>Site ID</b>	ST2/005	<b>Site Name</b>	Friendship House, 49-51 Gresham Road, Staines
<b>Area (ha)</b>	0.13	<b>Location</b>	Urban



### Summary

The site is a large building housing offices, located opposite to one of the entrances to Staines train station. There is a church to the west of the site with housing to the east and south. The surrounding area is predominately residential with a small amount of commercial uses to the west of the site and the train line running to the north.

The site is located within the urban area in a highly sustainable location in close proximity to local services and public transport. The site is considered suitable for redevelopment and could accommodate higher density flatted development. It therefore performs positively against many elements of the spatial strategy and Sustainability Appraisal, although some mitigation is required. Redevelopment would lead to the loss or re-location of the current use which could put jobs at risk. Any development would need to satisfy flood risk requirements and seek to protect future occupiers from noise and air pollution due to the location of the site in relation to the train station.

The site may be suitable for development however limited benefits have been identified from allocating the site due to its non-strategic nature. Availability has yet to be confirmed by its landowner and it is anticipated that should the site come forward, it could be delivered as windfall development through the planning process, guided by Local Plan policies.

Discount from further consideration.



<b>Site ID</b>	ST2/008	<b>Site Name</b>	Staines Tinware, Langley Road, Staines
<b>Area (ha)</b>	0.34	<b>Location</b>	Urban



### Summary

The site houses a redundant factory which is no longer in use and occupies a large plot fronting onto Langley Road. Overgrown vegetation lines the southern boundary of the site. The site is located within a predominately residential area with some commercial uses close by on Laleham Road to the west of the site. The current use of the site is considered out of character given its location.

The site is located within the urban area in a highly sustainable location in close proximity to local services and public transport. The site is considered suitable for redevelopment and could accommodate higher density flatted development similar to that in the surrounding area. Redevelopment would also bring the currently dilapidated site back to life with the opportunity to make a positive contribution to the street scene. The site generally performs positively against the Sustainability Appraisal however negative impacts are expected on water and flood risk. Development would be subject to a flood risk assessment and the ability to demonstrate a dry means of escape.

The site is suitable for development, subject to the demonstration of a dry means of escape, however limited benefits have been identified from allocating the site due to its non-strategic nature. Availability has yet to be confirmed by its landowner and it is anticipated that should the site come forward, it could be delivered as windfall development through the planning process, guided by Local Plan policies.

Discount from further consideration.

<b>Site ID</b>	ST3/003	<b>Site Name</b>	Land off Pullman Place, Staines
<b>Area (ha)</b>	0.22	<b>Location</b>	Urban



### Summary

The site is a triangular plot of land to the rear of an existing housing development, sitting adjacent to the train line to the south and Kingston Road running north-east. The site has a couple of small buildings which are in use by network Rail who own the land. It is used as an area for storing equipment when engineering works are taking place on the adjoining rail line.

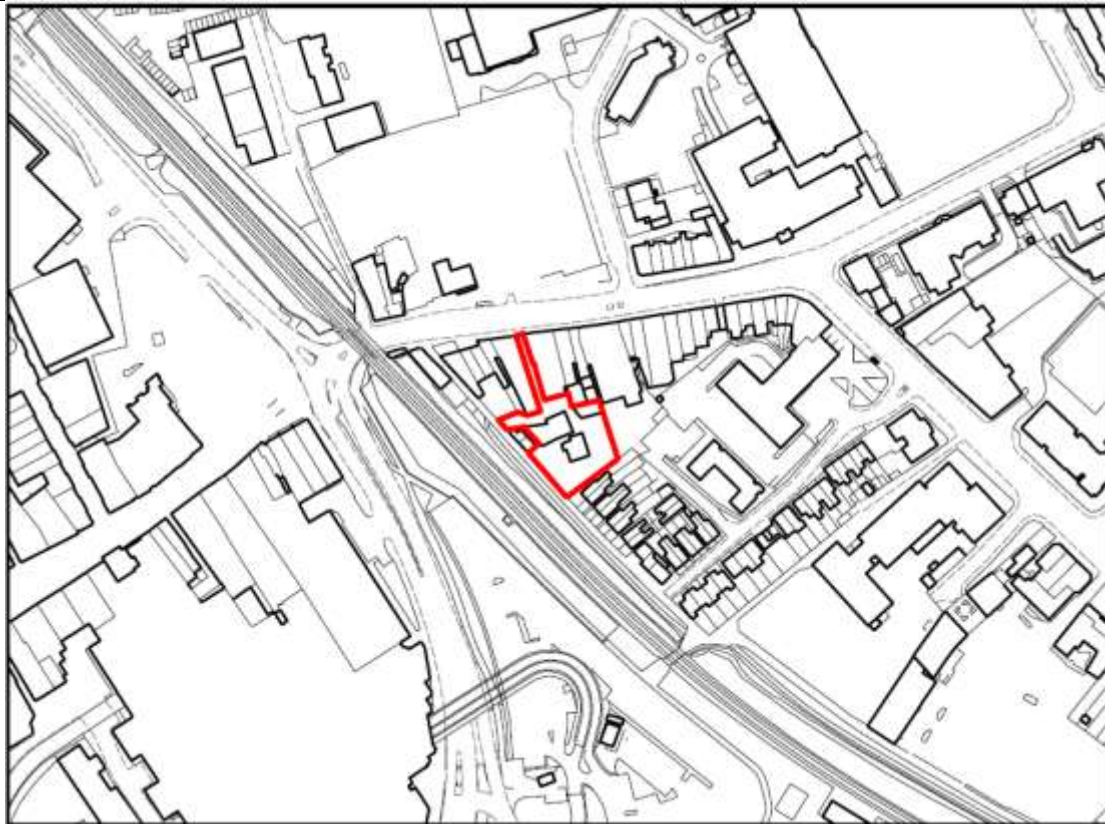
The site is located within the urban area and is in a sustainable location, in close proximity to local services and public transport. The character of the area would not lend itself to high density and the size of the site would also limit this. There is also a potential issue over access into the site both in terms of ownership (ability to cross the road) and that the existing access is narrow and likely will need widening. There are a limited number of non-absolute constraints on site, there is flood risk to the site for which a flood risk assessment is required. The site could be suitable for re-development provided sufficient flooding and noise mitigation can be included so as to mitigate against the impacts.

The site was granted permission on appeal in 2006 however this lapsed without works starting. The scheme was for a part 2, 3 and 4 storey building incorporating 14 flats. On the basis this was approved on appeal this would add weight to another similar scheme were it to be submitted

The site is suitable for development, subject to the demonstration of a dry means of escape, however limited benefits have been identified from allocating the site due to its non-strategic nature. Availability has yet to be confirmed by its landowner and it is anticipated that should the site come forward, it could be delivered as windfall development through the planning process, guided by Local Plan policies.



<b>Site ID</b>	ST3/008	<b>Site Name</b>	Burma House, Station Path, Staines
<b>Area (ha)</b>	0.14	<b>Location</b>	Urban



### Summary

The site is located adjacent to Staines railway line and to the south of the High Street, behind a parade of shops. The site is occupied by a two storey building used as offices. An area of hardstanding surrounds the building and is used for parking. The character of the surrounding area is urban, with a mix of commercial uses to the north and east, rail station to the west and a small cluster of residential uses to the south. Station Path runs to the south west of the site and connects Staines Rail Station to the Town Centre.

The site is located within the urban area and is in a sustainable location in close proximity to local services and public transport. Given the existing character of the area the site could accommodate high density development, however potential yield is limited by the site's size, location and surrounding uses. The site is however within an employment area therefore consideration would need to be given to the loss of the current office premises. The site performs moderately against the Sustainability Appraisal framework however may result in a loss of employment if an alternative site cannot be identified. Mitigation is likely to be required to reduce the impacts of the increased cumulative concentration of residential dwellings in the area. There are a limited number of non-absolute constraints on site however the potential impacts are considered to be mitigatable. Access however could be an issue into the site as the existing access road off of the High Street is reasonably narrow. Access could potentially be achieved via George Street but this would depend upon ownership.



The site is considered suitable for redevelopment and could accommodate high density residential development however must be of a suitable design and layout. Limited benefits have been identified from allocating the site due to its non-strategic nature however. It is anticipated that should the site come forward, it could be delivered as windfall development through the planning process, guided by Local Plan policies. Alternatively, the site is likely to be accounted for through the Staines masterplan.

<b>Site ID</b>	ST3/013	<b>Site Name</b>	Moormede Open Space, Waters Drive, Staines
<b>Area (ha)</b>	2.2	<b>Location</b>	Green Belt



### Summary

The site was identified through the Green Belt Assessment Stage 2 as an area for further consideration.

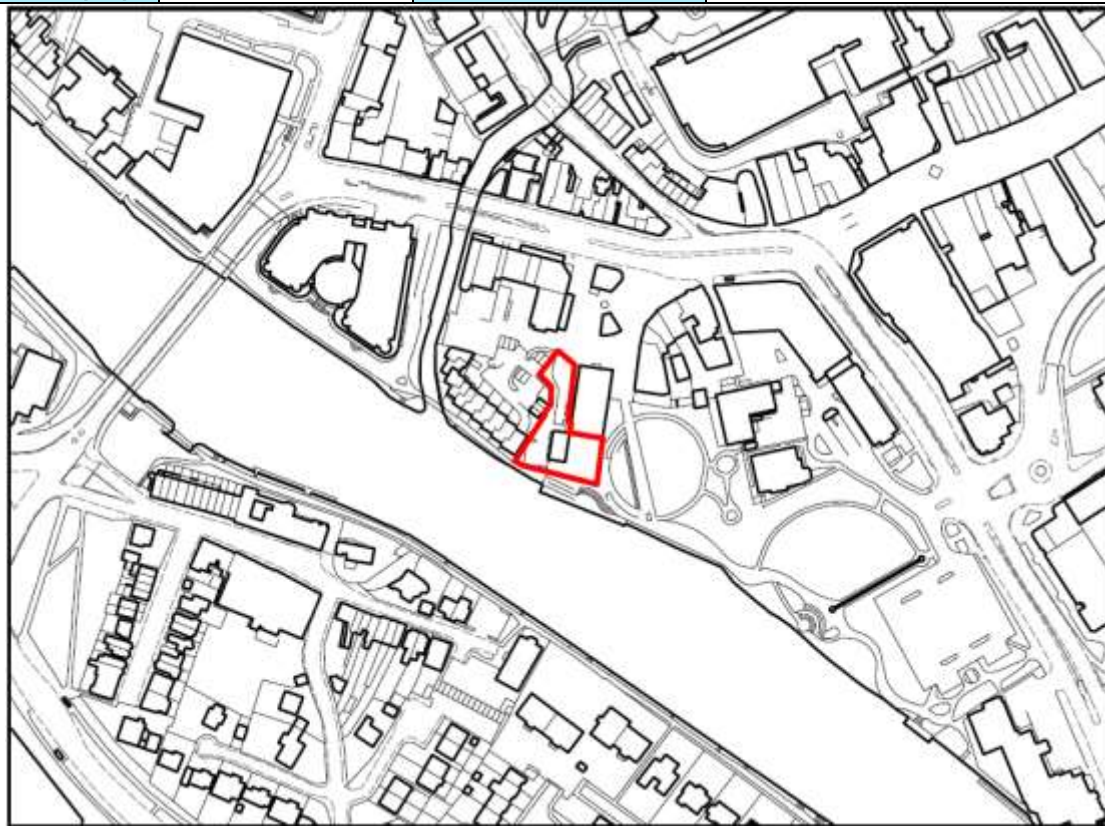
The site is an amenity green space which provides facilities for children and teenagers including a play area. The space is located off an existing residential area to the east and south, with common land to the west and north of the space.

Site scores poorly at Stage 2 – limited sustainability due to location and lack of access to public transport. The site provides publicly accessible open space and its loss would be significant. Site is predominately in flood zone 2 with part of it falling within functional floodplain. Through the Sustainability Appraisal the scores were neutral or negative. Site only scores positively against housing needs.

Overall the site performs an important recreation role and the loss would be significant.

Discount from consideration.

<b>Site ID</b>	ST4/018	<b>Site Name</b>	Land to the rear of Staines Town Hall, Market Square, Staines
<b>Area (ha)</b>	0.10	<b>Location</b>	Urban



### Summary

The site is located to the rear of the Town Hall on land which is currently boarded up. The site runs along the rear and down the side of the Town Hall taking in the former fire station. The Town Hall has been permission for the conversion to 13 flats (17/01143/FUL). The land at the rear has been subject to previous applications which have been refused. It fronts onto the River Thames, with a memorial gardens to the east, retail units to the west and the listed Town Hall to the immediate north. Part of the Thames Path runs adjacent to the site.

The site is well-located within Staines Town Centre, with local services and employment within walking distance. The site has been subject to previous applications, the most recent of which was refused, upheld at appeal, for 14 dwellings (13/00835/FUL). There are significant design issues to overcome primarily around impact on listed buildings and river. This makes designing a scheme suitable is extremely challenging and any new proposal would likely need to be reduced in size and scale.

The site is considered suitable for development subject to significant mitigation measures over heritage, character and flooding issues. The site could potentially be pursued in a Staines masterplan approach, however it is not considered necessary to allocate through the Local Plan as limited benefits have been identified from a potential allocation. The site could potentially come through the planning system, guided by policies in the Local Plan, without allocation.

