Spelthorne Borough Council

Sustainability Appraisal

Draft Local Plan

SPELTHORNE
BOROUGH COUNCIL

Contents

Non-Technical Summary

Introduction and Background

I. Spelthorne began the production of a new National Planning Policy Framework compliant Local Plan in 2014 to replace the existing 2009 Plan. The new Local Plan will look ahead to 2037 and will set out policies and allocations to guide development in the Borough.

II. The National Planning Policy Framework (NPPF) and the 2004 Strategic Environmental Assessment (SEA) Regulations require that a Sustainability Appraisal must been undertaken as part of the preparation of a Local Plan. In addition, the SEA Regulations 2004 requires Strategic Environmental Assessment or 'SEA' to be undertaken on all plans and programmes which are likely to have 'significant environmental impacts'.

III. The purpose of a Sustainability Appraisal (SA) is to assess development policies and proposals against the sustainability objectives which relate to the NPPF definition of sustainability; the balancing of environmental, economic and social objectives.

IV. This appraisal is part of an iterative process, which has helped to inform the selection of strategic options, the development of policies and the selection of sites, all of which aim to identify sustainable development outcomes for Spelthorne. The Sustainability Appraisal timetable has been as follows:

- A consultation on the Sustainability Appraisal Scoping Report (October – November 2016)
- A consultation on the Issues and Options Regulation 18 Local Plan Sustainability Appraisal Report (May – June 2018)
- A consultation on the Preferred Options Regulation 19 Local Plan Sustainability Appraisal (November 2019 – January 2020)
- This report on the Regulation 19 Local Plan Sustainability Appraisal (June – September 2022)

Scope of the SA

V. The SA process began with the preparation of the SA Scoping Report. The Scoping Report has been updated for the Regulation 19 Local Plan stage. The Scoping Report:

- Reviews other relevant programmes, plans and strategies that have an influence on sustainability to establish the policy context of the Plan and the SA;
- Details the characteristics of the current environmental baseline in Spelthorne;
- Identifies key sustainability issues in the Borough; and
- Sets out a Sustainability Appraisal Framework for assessing policies and policy options and the overall predicted effects of the plan.

Policy Context

VI. A comprehensive review of the plans and programmes at a national, regional, county and local level was undertaken. The contents, objectives and relationships of these plans and programmes to the Local Plan was also reviewed to ensure these were

considered during the SA Process. An example of a relevant plan/programme includes the National Planning Policy Framework. The full list of the identified plans and programmes, and their relevance to SA, is provided in Appendix A of the Scoping Report.

Environmental Baseline

VII. Among the important decisions considered during the Scoping Stage was the baseline data, quantity of data and how should it be used in order to carry out the SA. Data related to the existing economic, social and environmental characteristics of Spelthorne was compiled within the Scoping Report, in order to provide the evidence base from which sustainability issues and opportunities could be identified.

Key sustainability issues and opportunities

VIII. The key sustainability issues and opportunities that were subsequently identified related to the themes of: Population and Community, Health and Wellbeing, Economy & Employment, Transport, Material Assets, Cultural Heritage & Historic Environment, Landscape/Townscape, Climate, Biodiversity, Soil & Land, Water, Air and Waste. The baseline data and key sustainability issues are presented in the SA Scoping Report.

The Sustainability Appraisal Framework

IX. The SA Framework comprises 12 SA Objectives that have been derived from the policy context, baseline data and key sustainability issues and opportunities. Each proposal in the Plan is assessed for its likely effects on each SA Objective, which is largely achieved by using the Decision Aiding Questions listed in the SA Framework for each SA Objective. The SA Framework, which is presented in its entirety in the main body of this report, includes the following SA Objectives:

Objective	
1.	To provide sufficient high-quality housing to enable people to live in a home suitable to their needs and which they can afford.
2.	To facilitate the improved health and well-being of the whole population and reduce inequalities.
3.	To increase resilience to, reduce the risk of, and minimising the harm from flooding
4.	To reduce land contamination and protect soil quality and quantity
5.	To reduce air and noise pollution
6.	To conserve and enhance biodiversity, habitats and species
7.	To conserve and enhance the historic environment, heritage assets and their settings.
8.	To protect, enhance and manage Borough's open space and landscape character.
9.	To promote sustainable modes of travel, improve accessibility to public transport and reduce road congestion
10.	Maintain high levels of employment and economic growth which is inclusive and sustainable across the Borough.
11.	To limit the impact of Climate Change and promote the efficient use of resources, to reduce greenhouse gas emissions and move to a low carbon economy.
12.	To maintain and improve water quality and promote the efficient use of water.

What has been assessed in the SA?

X. An Interim SA Report was prepared in May 2018 to accompany the Regulation 18 consultation on the Issues and Options Plan. This Interim SA Report provided assessments that predicted and evaluated the likely sustainability effects of the Council's spatial strategy options for the Local Plan. These assessment results, which assessed each of the four spatial strategy options considered the sustainability performance of each against the SA framework and helped to inform the Council's decision-making process with regards to which options to pursue in the Plan.

XI. A follow up Interim SA Report was then prepared in November 2019 to assess the likely significant effects of the Council's Preferred Options Plan. The preferred policies and site allocations were accompanied by a range of alternative options. These assessment results, which essentially indicate the sustainability costs and benefits of each policy and site option, helped to determine which options to take forward through the Plan, weighing up the impacts against the SA Framework.

XII. Following on from the Interim SA stage, this SA Report to accompany the Draft Local Plan has been prepared. This Report updates the assessments made in the previous iteration of the Preferred Options Spelthorne Local Plan (Regulation 18). The assessments in this report, and the recommendations alongside them, have assisted with the Council's decision-making process when refining the allocation sites and policies proposed in the Draft Spelthorne Local Plan.

XIII. The Draft Spelthorne Local Plan has been assessed for its compatibility with, or likely effects on, each SA Objective. The following elements have been assessed in order to predict and evaluate their likely impacts on the SA Framework:

- The Growth and Spatial Strategy for the Spelthorne Local Plan
- The Destination and Strategic Objectives of the Plan
- Development policies
- Site Allocation policies

XIV. To satisfy the requirements of the SEA Directive and the SEA Regulations, and in order to ensure legal compliance in light of relevant case law, the Council has considered reasonable alternatives to each of the proposals in the Plan. Each of the reasonable alternatives considered by the Council has also been considered for its likely sustainability effects using the SA Framework. Preferred options and reasonable alternatives have been assessed using the same methodology and to the same level of detail. The common approach to assessments for all options and alternatives has allowed the Council to compare the sustainability performance of different options and make evidence-led decisions. The Council's approach to the consideration of reasonable alternatives has been in accordance with all relevant requirements of the Directive, Regulations and case law.

XV. When identifying and describing effects in SEA, the following effect characteristics are accounted for:

- Whether the effects are positive or negative;
- The magnitude and spatial extent of effects;
- The probability, duration, frequency and duration of effects;

- The cumulative nature of effects;
- The transboundary nature of effects; and
- The value and vulnerability of that which is being affected.

XVI. Based on the assessment results, this SA Report also provides recommendations for either enhancing a proposal's positive effects, or measures for avoiding or reducing likely adverse effects.

The difference the SA process has made

XVII. The development and appraisal of policies and site allocations is an iterative process, with policies and allocations being refined to take account of the appraisal and consultation responses from consultation bodies, stakeholders and the public. All responses received on the previous iterations of the Local Plan have been analysed and published. As a result of consultation responses identifying likely impacts changes have been made to address potential issues.

XVIII. As the policy approaches were developing, each was appraised to evaluate any specific impacts; the identification of these impacts and proposals for mitigation and improvement helped fine-tune the plan in order to enhance its sustainability. At the Issues and Options stage and Preferred Options stage, recommendations were made in order to improve the sustainability credentials of the Plan. These are recorded in the SA Report as well as how these have been taken into account. This has entailed rewording and strengthening development policies and also enhancing allocation policies to offset potential negative impacts.

XIX. The SA Scoping Report has been updated for the Regulation 19 stage of the Plan. Baseline information and relevant plans, policies and programmes have been kept under review in order to inform the key issues facing the borough. This and other evidence has fed into the development of the spatial strategy, plan policies, allocation sites and possible mitigation measures to address adverse effects.

XX. Overall, the SA process has influenced the Local Plan resulting in a more sustainable plan, ensuring environmental, as well as social and economic factors have been integral to decision making throughout its preparation.

Sustainability Appraisal Assessment Results

Destination and Objectives

XXI. The Destination and Objectives are set out within the Local Plan, showing what it is hoped the Local Plan will help to achieve, with nine strategic objectives that will help to realise and arrive at the destination. The Destination and Objectives were assessed for their compatibility with the SA Framework. On the whole, the Council's Destination and Objectives proposed for the Draft Spelthorne Local Plan were found to be highly compatible with the SA Framework and would be expected to help ensure the plan delivers socially, economically and environmentally sustainable land uses and development over the plan period.

Growth and Spatial Strategy

XXII. Fundamental to the plan is the total quantity and location of development the Spelthorne Local Plan will seek to secure in the Borough over the plan period (i.e. the number of homes to meet objectively assessed needs for the Borough and the number of jobs created over the plan period).

XXIII. The growth proposed in the Spelthorne Local Plan is the result of a detailed, evidence-led and objective approach taken by the Council to calculate the Borough's development needs and to view this in terms of what Spelthorne can accommodate and what would deliver the most sustainability benefits.

XXIV. Using the Government's standard method for calculating housing need, Spelthorne has a requirement for 618 dwellings per annum (9,270 over the plan period of 2022 – 2037).

XXV. Since the Preferred Options consultation, the COVID-19 pandemic has created uncertainty regarding employment land needs, with trends towards greater remote-working and the desire for more goods and services to be provided directly to homes. As such, the ELNA has been updated to take account of the changes in employment floorspace and associated job impacts. Overall, this has resulted in a need for 19,109sqm of employment floorspace, an overall increase of 10,495sqm since the 2018 ELNA. However due to the instability in the market associated with the pandemic, there is uncertainty regarding the amount of employment floorspace required over the plan period. It is therefore considered appropriate to assess the position at the five year review stage when it is hoped there will be more certainty.

XXVI. Following the identification of development needs for the Borough, the Council explored a range of options of various levels of growth and spatial distribution for the Plan to deliver. The proposed growth and spatial strategy options identify high-level distribution patterns and the associated level of development these could potentially accommodate. Four different options were initially considered at the Issues and Options stage, with a fifth option also assessed at the Preferred Options stage. These are as follows:

- Option 1: Aim to meet all need for housing, including affordable and G&T pitches, employment, and other development in the urban area without amending Green Belt boundaries. Increase densities, prioritise housing need and build on open space and re-provide sports and recreation facilities in the Green Belt.
- Option 2: Amend the Green Belt boundary significantly to meet housing and employment need. This option would include safeguarding land in the Green Belt for future need beyond the plan period. The Green Belt designation would only be retained for sites that are strongly performing and/or perform a strategic Green Belt function.
- Option 3: Focus new development in Staines-upon-Thames by making use of a Master Plan approach for development that increases opportunities for new high rise residential buildings. Significantly increase densities in the Staines area; prioritise housing need by allowing employment sites to be redeveloped; allocate sites for housing elsewhere in the Borough but only at an appropriate density.

- Option 4: Increase densities in town centres and near transport facilities where the character can accommodate it, allowing high rise development where appropriate and where they are of high-quality design. Release some weakly performing Green Belt that would not adversely affect the integrity of the strategic Green Belt. Make use of a masterplan approach for Staines.
- Option 5: Consider Kempton Park Garden Village as an alternative option. Allow as much need as possible in the urban area and release the site to provide 3,000 new homes. Develop sites identified in the Strategic Land Availability Assessment as suitable in the urban area in addition.

XXVII. Each of these spatial options were assessed in detail in the SA to identify their likely sustainability impacts, in order to inform the Council's decision-making process. The results of these assessments are presented in their entirety in the Preferred Options SA with a summary in Chapter 3 of this report.

XXVIII. Option 1 would meet all housing needs in the urban area but this would not provide for a suitable mix of dwellings to meet specific needs and would come at a cost of other land uses, resulting in a loss of employment floorspace and potentially open space. This option is likely to result in a high proportion of high-density housing and an efficient use of previously development land with the opportunity for sustainable transport hubs but would mean concentrating development in flood risk areas and possible negative impacts on open space and townscape. Overall, this option is not considered to have balanced effects in terms of the SA objectives with too many compromises economically and environmentally against housing provision.

XXIX. Option 2 would entail amending the Green Belt boundary significantly to meet development needs. This option would allow for all needs to be met and for a wide mix of units to be provided however there would be a notable loss of permeable land which could increase flood risk. Additionally, this option would significantly alter the Borough's landscape with knock on negative impacts expected for biodiversity, pollution and land take. Overall the benefits of meeting housing needs are not considered to outweigh the likely significant impacts on the environment.

XXX. Option 3 would focus growth in Staines town centre as the Borough's main town. It is unlikely that this option would meet all development needs without significant changes to the character and operation of the town. This option is expected to have significant negative impacts on health and wellbeing with high rise development likely to be the main form of development which could lead to exclusion. Open space provision is also not likely to meet needs. As a notable proportion of Staines is at risk of flooding, this option would also put a significant number of people at risk. This option would however make an efficient use of land by focusing on previously developed land, however the concentration of development in this area is expected to negatively impact heritage, pollution and the town's economic growth. Overall, this option was rejected as it does not meet development needs and is expected to have negative impacts across many of the SA objectives.

XXXI. Option 4 would seek to disperse development across the borough, incorporating elements of Options 1- 3. This option would meet development needs and allows for a more balanced approach. A mix of housing could be provided with the protection of the Borough's open spaces and employment uses. This option would result in a small amount of greenfield land take however prioritises previously developed land and

that which holds a more limited environmental value. Whilst this option would introduce development into flood risk areas and may impact the environment where greenfield land is allocated, the majority of development would be focused in the urban area and would seek to improve sustainability and connections between settlements through a dispersed approach to growth. This option was identified as the preferred approach given its more balanced performance against the SA Objectives.

XXXII. Option 5 would entail the creation of a new settlement area at Kempton Park racecourse of 3,000 new homes. This option is likely to meet development needs in full and would provide a mix of units with the provision of new public open space and new community facilities, however would have largely negative impacts on the environment, particularly pollution, resource use and landscape. This option would also result in the loss of the racecourse which could have negative economic implications, whilst the location adjacent to Sunbury Cross and the M3 is likely to have knock on effects on the strategic and local road networks. Overall, the negative impacts against the SA Framework are considered to outweigh the positive therefore this option was rejected.

XXXIII. The spatial strategy proposed in the Spelthorne Local Plan mostly aligns with Option 4 but has been enhanced to maximise positive sustainability effects and reduce negative impacts on the Green Belt.

Development Policies

XXXIV. The Draft Spelthorne Local Plan presents a range of policies to guide development in the borough over the plan period. These are related to the following themes:

- Strategic Policies
- Spatial Policies
- Housing
- Environment
- Economy
- Design
- Infrastructure and Delivery

XXXV. The results of the assessments of policies identified largely positive effects against the SA Framework. It is likely that these policies will ensure that the development needs of Spelthorne are satisfied, whilst also addressing deprivation and inequalities. The policies seek to enhance community health and wellbeing and protect residents against environmental impacts such as pollution. Policies seek to ensure that infrastructure provision is in place and can support new development to help reduce pressure on existing facilities. The policies also seek to protect employment floorspace and businesses in Spelthorne and protect and enhance the Borough's array of built assets and historic areas.

XXXVI. The scale of growth proposed through the Local Plan poses a risk to the natural environment in Spelthorne. However, by taking the strategic approach identified in the Draft Spelthorne Local Plan, the impact of risk is reduced. There is though, a large increase in the number of homes that would result in a small net loss of greenfield land, however this does avoid valuable soils and seeks to use this land to provide a mix of homes. The Plan does however prioritise brownfield land and the

urban area which are considered to make a highly efficient use of land. New development would also be expected to make it increasingly difficult to achieve carbon dioxide emission reduction targets and quality improvement targets primarily due to the energy consumption and car-use of local people. The policies, however, seek to minimise this and rightly recognise the importance of improving air quality, particularly as the whole borough is an Air Quality Management Area. The policies recognise the risk development poses to meeting Climate Change objectives, however they also acknowledge the opportunities this presents to improve energy efficiency and transition to a zero carbon economy.

XXXVII. Whilst the scale of growth poses a threat to biodiversity in Spelthorne, the Spatial Strategy, combined with various Development Policies, would minimise this risk and, will see a minimum biodiversity net gain being achieved. Crucial to achieving this will be careful monitoring of the quality and connectivity of Spelthorne's ecological network, with Green and Blue Infrastructure prioritised in the Plan.

Site Policies

XXXVIII. The Draft Spelthorne Local Plan includes 55 site allocations. The overall intention of these site policies is to identify specific parcels of land within the Borough at which defined quantities of specific types of development would, in principle, be supported by the Council (only where proposals for such development conforms with Development Policies). The range of sites identified and allocated by the Council, alongside windfall development sites, would be expected to ensure that the development needs of Spelthorne over the Plan period can be satisfied.

XXXIX. A range of alternative site options have been assessed to consider their sustainability performance and to ensure that their sustainability costs and benefits can be weighed up. These are available in Appendix B of this SA report.

XL. The predicted and evaluated sustainability effects of the sites allocated through the Draft Spelthorne Local Plan varies from site to site depending on the scale and type of development proposed in relation to the location and the proximity to constraints and assets. The majority of allocation sites are within the urban area, are previously developed land and are located within existing communities benefitting from good access to key services, amenities and facilities. The sites would therefore be expected to help combat the risk of social exclusion for local people whilst ensuring they can pursue healthy, active and high-quality lifestyles. Residents would be likely to only need to travel short distances to access key services, amenities and facilities, as well as employment opportunities, and would have good sustainable transport modes for when they do travel. In so doing, the locations of the sites should enable relatively efficient lifestyles for residents.

XLI. A large portion of the allocated sites comprise brownfield land in urban locations. Development in these locations delivers a range of sustainability benefits, including an efficient use of land with soil losses minimised; development in-keeping with the local character; minimising impacts on biodiversity and ecological connectivity, with good opportunities for biodiversity net gains and more efficient energy and utilities networks. It is however expected that the proposed allocations within the urban area would still likely result in a net increase in carbon emissions, air pollution, water

consumption, energy consumption, and transport movements, in relation to existing levels.

XLII. The Local Plan seeks to allocate 15 Green Belt sites to help provide a mix of homes to meet specific community needs. These sites are all adjacent to the existing urban area and previously developed land has been a key consideration in decision making in order to make an efficient use of land. These sites will help to meet housing needs but would result in a loss of permeable land and may also negatively impact biodiversity.

Habitats Regulation Assessment

XLIII. The Council has produced a Habitats Regulation Assessment to consider whether or not the Local Plan would adversely affect the integrity of any European site. The HRA helps inform the Councils' decisions on where to locate development by assessing policies and site allocations in terms of their impact on the SPA, ensuring any significant impact is avoided or identifying how and where mitigation can be employed.

XLIV. The Council began work on the HRA in 2020 following the completion of the Preferred Options consultation, which identified draft site allocations and policies.

Consideration of the Effects

Cumulative effects

XLV. The policies and site allocations proposed in the Draft Spelthorne Local Plan were assessed on an individual basis, in detail, as shown in the appendices of this report. However, these sites and policies would not be adopted in isolation. The effects of policies and sites would combine to result in cumulative effects across the Borough. An assessment of the likely cumulative effects of sites and policies in combination was also carried out in this report.

XLVI. The following positive cumulative effects of all proposals in the Draft Spelthorne Local Plan were identified:

SA Objective	Cumulative effects of the Draft Local Plan
To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	The Plan seeks to allocate a range of sites that will enable a mix of homes to be delivered. The various needs of the community have been considered in the policies and also in the allocations, with overall housing needs to be met, Gypsy, Traveller and Travelling showpeople pitches and plots identified, a mix of housing and flats of differing size and also catering for specialist accommodation needs.
To facilitate the improved health and well-being of the whole population and reduce inequalities	Whilst the planned level of development may put pressure on existing healthcare facilities in the Borough, the plan seeks to boost active and sustainable travel choices and also encourages healthy lifestyles for all. Policies have been designed to support improved health and wellbeing, for example through improved access to health and community infrastructure, green and blue infrastructure, alternative travel options, place making and local neighbourhood enhancements.
To reduce land contamination and	Development proposed in Spelthorne would be expected to result in a small but permanent net loss of soils however only a small

protect soil quality and quantity	proportion of allocation sites are greenfield. The Local Plan strategy aims to prioritise previously developed land and avoids important and the most versatile land.
To conserve and enhance biodiversity, habitats and species	Development in Spelthorne will predominantly be an opportunity to enhance the biodiversity value of sites, given their brownfield status. On greenfield land that results in the loss of habitats and could affect priority species, the allocation policies and Policy E6 (Biodiversity) identify measures for biodiversity net gain and to offset any negative impacts. Cumulatively, development across Spelthorne would facilitate population growth. The increase in local residents and workers would be expected to increase the pressure on local nature reserves, wildlife sites and other green spaces due to the increased visitor pressure and footfall however the Local Plan strategy prioritises previously developed land meaning cumulatively there will be opportunities to enhance and facilitate improvements.
To promote sustainable modes of travel, improve accessibility to public transport and reduce road congestion	Development in and around town centres has good access to public transport. The Local Plan strategy prioritises sustainable locations and the identified allocations are generally well-located with good sustainable and active travel links. Policy ID2 (Transport) seeks to promote a modal shift and steer movements away from the private vehicle.
Maintain high levels of employment and economic growth which is inclusive and sustainable across the Borough	It is expected that development proposed in Spelthorne would help to provide a major boost to local prosperity and growth. It is expected that new residential development would help to increase footfall in central and shopping areas of Spelthorne, particularly Staines. The protection of employment land would also provide residents of Spelthorne with employment opportunities that are in accessible locations.
To limit the impact of Climate Change and promote the efficient use of resources, to reduce greenhouse gas emissions and move to a low carbon economy	Development proposed across Spelthorne could cumulatively lead to an increase in GHG emissions as a result of the construction and occupation of the large number of homes and the subsequent increase in traffic likely associated with this. Development in town centres has good access to sustainable transport links. Given the provision of services and facilities within the borough's main centres, a notable amount of new residents in the borough will be able to walk and cycle to access these. Policy DS2 (Responding to the Climate Emergency) seeks to minimise travel, incorporate sustainable design/construction and promote zero carbon. Cumulatively, these measures are considered to counteract negative impacts and ensure new developments help achieve climate change targets.

XLVII. The following minor adverse cumulative effects of all proposals in the Draft Spelthorne Local Plan were identified:

SA Objective	Cumulative effects of the Draft Local Plan
To increase resilience to, reduce the risk of, and minimising the harm from flooding	Flood risk is a key constraint in Spelthorne with the River Thames and its tributaries coursing through the Borough. The Plan distributes much of the desired development in locations where flood risk is not a concern. However, this was clearly not feasible for all sites and, particularly for those in the centre of Staines, some sites allocated for development are at a high risk of fluvial or surface water flooding. Some of the policies put forward in the draft Local plan, including E2 on Flood Risk, will help to minimise the extent of flood risk at these sites, such as due to the incorporation of SuDS within development proposals. Furthermore, Policy SP1 on Staines upon Thames makes clear that the provision of flood

	risk management is a key component of the policy, and integral to ensuring the proposed development can take place in such a strategic location.
To reduce air and noise pollution	It is considered to be likely that development proposed across Spelthorne would cumulatively result in a net increase in air pollution in the local area, largely as a result of increases in local road traffic. All of Spelthorne is already designated an Air Quality Management Area therefore additional development is likely to contribute to air quality impacts. Policy E3 (Environmental Protection) seeks to mitigate impacts on air and noise pollution, whilst policy DS2 (Responding to the Climate Emergency) aims to lower emissions and encourage more sustainable energy use.
To promote sustainable modes of travel, improve accessibility to public transport and reduce road congestion	The Local Plan strategy prioritises sustainable locations and the identified allocations are generally well-located with good sustainable and active travel links however car use is expected to rise overall. Policy ID2 (Transport) seeks to promote a modal shift and steer movements away from the private vehicle. The concentration of development in Staines is likely to facilitate a modal shift and encourage sustainable living in the town, with residents having access to local services and a reduced need for car travel. The allocations identify a need to mitigate impacts on the road network and Policy ID2 looks to provide safe and attractive pedestrian and cycling links that encourages sustainable and efficient movement.
Maintain high levels of employment and economic growth which is inclusive and sustainable across the Borough	It is expected that development proposed in Spelthorne would help to provide a major boost to local prosperity and growth. It is expected that new residential development would help to increase footfall in central and shopping areas of Spelthorne, particularly Staines. However, construction of new homes will help to support the house building economy more widely. Improved sustainable transport options to key employment areas will also facilitate access to employment. Policies EC1 (Meeting Employment Needs), EC2 (Retail) and EC3 (Local Centres) will help to ensure that key locations are protected and enhanced.
To maintain and improve water quality and promote the efficient use of water	Some of the sites currently allocated for development in Spelthorne are adjacent to waterbodies such as the River Thames and reservoirs. All of the development in these locations pose a cumulative risk to the quality of water, such as due to altered surface runoff rates or contamination during the construction phase. It is also expected that all sites in combination would result in a net increase in water consumption across Spelthorne. Best efforts will be needed to avoid contamination of the River Thames. Policy E3 (Environment Protection) seeks to mitigate impacts on water quality.

Transboundary effects with development in neighbouring authorities

XLVIII. Following the assessment of cumulative effects caused by all Draft Spelthorne Local Plan proposals in combination, an assessment of the cumulative effects of proposals in the plan in combination with development planned in neighbouring authorities was also carried out.

XLIX. Positive cumulative effects of all proposals in the Spelthorne Local Plan in combination with development plans in neighbouring authorities were identified for SA Objectives: Housing, Health & Wellbeing, land & soil, biodiversity, transport, economy and Climate Change.

L. Minor adverse cumulative effects of all proposals in the Spelthorne Local Plan in combination with development plans in neighbouring authorities were identified for SA Objectives: Water, Pollution and Flood Risk.

LI. It is important to note that likely effects are complex, and effects summarised as 'positive' or 'adverse' often involve a mixture of both positive and adverse effects. The SA adopts a precautionary approach that dictates that, where there is uncertainty of an overall effect, adverse effects should be highlighted.

Mitigation

LII. The assessment of proposals in the Draft Spelthorne Local Plan has identified the likely significant effects, including those that are positive and adverse. Where adverse effects were identified, recommendations have been made to help avoid or minimise these effects. Where positive effects have been identified, recommendations have been made to enhance these effects where feasible. Recommendations are included within the policy and sites assessments in the appendices of this report.

Monitoring

LIII. This SA Report also proposes a Monitoring Framework. The Monitoring Framework is proposed to measure the performance of the Draft Spelthorne Local Plan against defined indicators. Indicators in the Monitoring Framework have been developed based on:

- The objectives, targets and indicators that were developed for the SA Framework;
- Features of the baseline that will indicate the effects of the plan;
- The likely significant effects that were identified during the assessment; and
- The mitigation measures that were proposed to offset or reduce significant adverse effects.

LIV. Feedback from the monitoring process will help to provide more relevant information that can be used to pinpoint specific performance issues and significant effects, and ultimately lead to more informed decision-making. In addition to monitoring the sustainability effects of the Spelthorne Local Plan, it will also be necessary to monitor changes to the environmental, social and economic context and baseline conditions.

LV. Monitoring in accordance with the SEA Directive can be incorporated into existing monitoring arrangements. The Council prepares an annual Authority Monitoring Report (AMR) to review progress on local development document preparation and monitor the outputs and implementation of current policies. It is expected that the proposed Monitoring Framework in this report would be incorporated into the AMR.

LVI. The Monitoring Framework proposes monitoring recommendations for predicted significant effects based on the assessment of the Local Plan Review. The framework will be developed further in the next stage of the SA Report, following feedback from consultees, and further refinement of the assessment of significant effects to be monitored.

Conclusion

LVII. The Council has conducted the Sustainability Appraisal in line with the SEA Regulations. The appraisal shows that the Regulation 19 Draft Local Plan policies will have a positive effect, to varying degrees, against all Sustainability Appraisal objectives. Cumulatively, the Regulation 19 Draft Local Plan will have a positive effect on the sustainability of Spelthorne. Furthermore, the sites allocated for development are the most sustainable sites considered against all reasonable alternatives.

1. Background and Methodology

Introduction

1.1 The purpose of a Sustainability Appraisal (SA) is to assess sustainable development through the integration of environmental, economic and social objectives into planning documents during the preparation of Local Plans. The outcome seeks to achieve policies and site allocations that are in line with the principles of sustainable development.

1.2 Under the Planning and Compulsory Purchase Act 2004 and Environmental Assessment of Plans and Programmes Regulations 2004, the Council is required to have an up-to-date Local Plan, which will be subject to regular monitoring and review post-adoption. The Local Plan will throughout its evolution be subject to a Sustainability Appraisal and where relevant, must meet the requirements of the Strategic Environmental Assessment (SEA) Directive 2001/42/EC

1.3 Spelthorne Borough Council (SBC) is in the process of preparing a new Local Plan. The new Local Plan will replace the current set of adopted documents, including the Saved Local Plan policies, to provide an overall planning framework for the Borough. This will include new policies to set the amount of new housing development and where it should be located, to support the local economy, to protect the environment and to ensure that infrastructure is put in place to support future development for the period 2022 - 2037.

1.4 The Council began reviewing its Local Plan in 2014 with the preparation of the SA Scoping Report by the Council, which established an appropriate scope and level of detail of the SA. The Scoping Report was initially published in March 2017 but has been updated for the Regulation 19 stage. This is available to view as part of the supporting Local Plan documentation.

1.5 An interim SA Report[1] was prepared to accompany Regulation 18 Consultation on the Preferred Options Plan. The Interim SA Report predicted and evaluated the likely sustainability effects of the Preferred Options Local Plan (Regulation 18)[2] and their reasonable alternatives, to help the Council with their selection process. The Regulation 18 SA Report has been updated and refined in line with changes made to produce the Draft Regulation 19 Local Plan to form this SA Report. This SA Report is intended to accompany the Draft (Regulation 19) Spelthorne Local Plan consultation.

Sustainability Appraisal Process

1.6 Sustainability Appraisal (SA) is the process of identifying the social, economic and environmental effects of a plan to ensure that sustainable development is at the heart of the plan-making process. It applies a holistic assessment of the likely effects of the plan on social, economic and environmental objectives. Section 19 of the Planning and Compulsory Purchase Act 2004[3] requires a local planning authority (LPA) to carry out SA of a plan. The Town and Country Planning (Local Planning) (England)

[1] Sustainability Appraisal of Spelthorne Local Plan Preferred Options Consultation [1.76MB]
[2] https://www.spelthorne.gov.uk/article/19901/Preferred-Options-Consultation-documents
[3] https://www.legislation.gov.uk/ukpga/2004/5/contents

Regulations 2012[4] dictate that, after adopting a plan, the LPA must make the SA Report available.

1.7 Strategic Environmental Assessment (SEA) is a legal requirement set out in The Environmental Assessment of Plans and Programmes Regulations 2004[5] (the SEA Regulations), which transposes Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment (SEA Directive)[6] into UK law. As per Annex 1 of the SEA Directive, SEA is a systematic process designed to '*provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans and programmes with a view to promoting sustainable development*.'

1.8 National Planning Policy Guidance (NPPG)[7] states that SA should incorporate the requirements of SEA into one coherent process. This SA Report satisfies the requirements of an SEA Environmental Report. The SA has been applied as an iterative process during the preparation of the Plan to help contribute towards the objective of achieving sustainable development, as per Figure 1. Stages that have been or are due to be completed are presented in Table 1.

[4] https://www.legislation.gov.uk/uksi/2012/767/contents/made
[5] https://www.legislation.gov.uk/uksi/2004/1633/contents/made
[6] https://ec.europa.eu/environment/eia/sea-legalcontext.htm
[7] https://www.gov.uk/guidance/strategic-environmental-assessment-and-sustainability-appraisal

Figure 1: Sustainability Appraisal Process

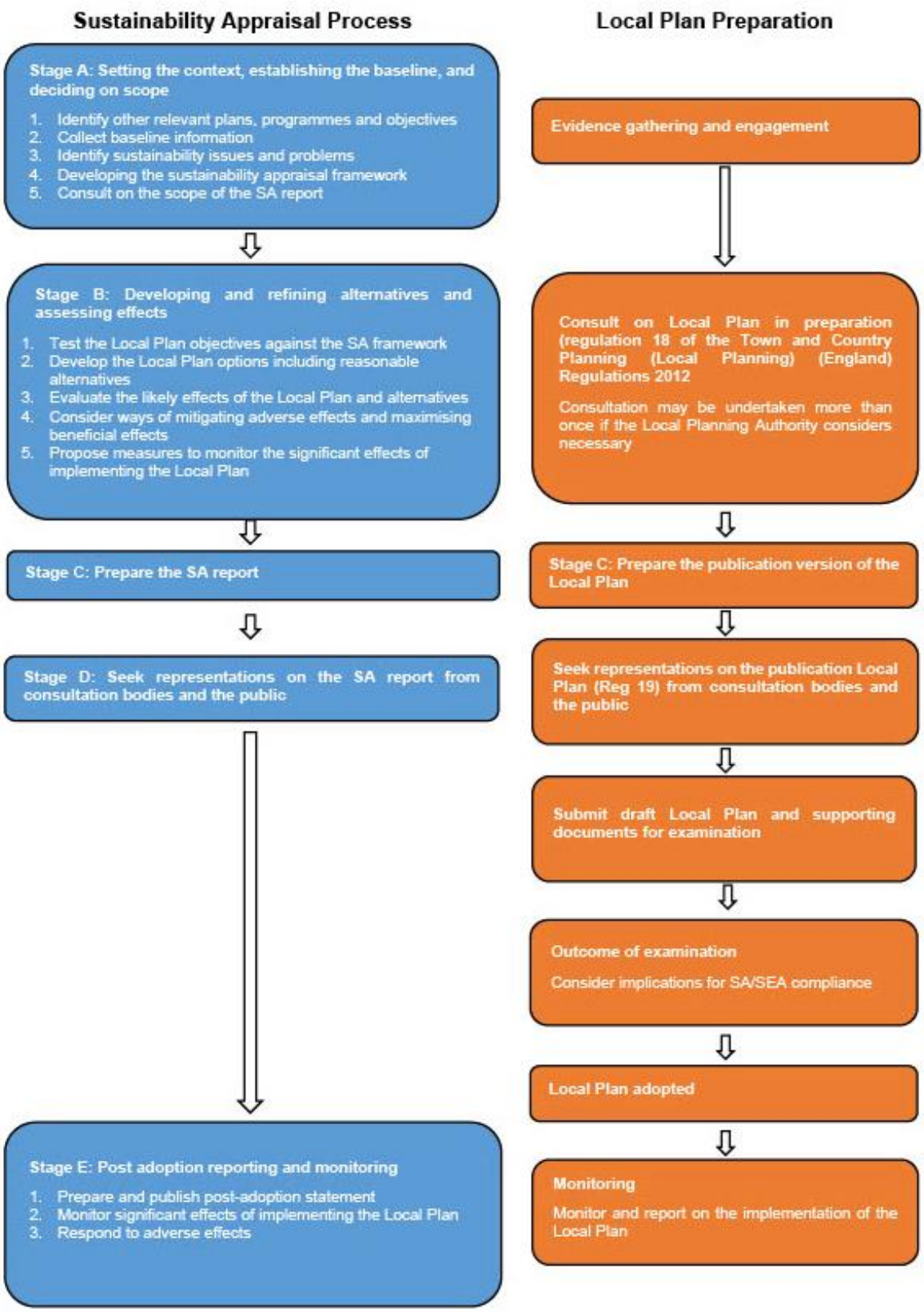

Table 1: SA Tasks and the SA Report

Task	Where has this been undertaken?
Stage A: Setting the context and objectives, establishing the baseline and deciding on the scope	The Sustainability Appraisal Scoping Report has been updated as part of the Regulation 19 stage to take account of any changes that may impact the sustainability of the Local Plan.
A1. Identify other relevant policies, plans and programmes, and sustainability objectives	In line with the Government's Planning Practice Guidance, the Council has undertaken a comprehensive review of all national, regional and local plans, programmes and sustainability objectives with a bearing on the Spelthorne Local Plan. The existing policy context, together with current environmental, social and economic trends, opportunities and constraints affecting the future development of the Borough have been used to identify the key sustainability issues to be addressed by the plan and inform the objectives, targets and indicators making up the Council's Sustainability Appraisal Framework (Chapter 2). The SA Scoping Report outlines the policy context within which Spelthorne's Local Plan is being prepared, taking account of the Council's corporate priorities, strategies and policies and highlights the objectives and plans of other organisations and service providers which the Plan needs to support.
A2. Collect baseline information	Among the important decisions considered during the Scoping Stage was the baseline data, quantity of data and how should it be used in order to carry out the SA. Data relating to the existing economic, social and environmental characteristics of Spelthorne was compiled within the Scoping Report, in order to provide the evidence base from which sustainability issues and opportunities could be identified.
A3. Identify sustainability issues and problems	Based on the analysis on the plans, programmes and policies and the baseline data detailed in the previous sections, this section sets out the main characteristics of the Borough including a range of key facts covering issues such as population, transport and health. Collectively this data was used as the baseline for identifying key sustainability issues and determining objectives for the Draft Spelthorne Local Plan.
A4. Develop the sustainability appraisal framework	Based on the baseline data and key issues and opportunities for the Plan area, an SA Framework should be prepared comprising Objectives that are fundamentally linked to the baseline data and issues and opportunities. It is important that the SA Objectives used are up-to-date, relevant for the plan area and can also provide a consistent approach between strategic level policies and site/area specific policies as part of the Plan. The SA Framework that emerged from the SA Scoping Report considers the existing sustainability baseline in Spelthorne and the key sustainability issues in the Borough.

	Following consultation on the Scoping Report, a revised SA Framework was prepared that took into account any related comments. The Framework is comprised of 12 SA Objectives and identifies how each relates to the three pillars of sustainability. Every proposal in the Spelthorne Local Plan, and all reasonable alternatives, will be assessed against every objective of this framework to identify their likely effects on sustainability in relation to the likely evolution of the baseline in the absence of the plan. The Sustainability Appraisal Framework is available in Table 5 below.
A5. Consult the consultation bodies on the scope of the sustainability appraisal report	The SA Scoping report was consulted on with the three statutory bodies from 4 December 2015 – 15 January 2016. The Scoping Report was amended to take account of consultation responses and then was also subject to an additional round of consultation from 10 October 2016 – 7 November 2016 with the general public. The SA Scoping Report has been updated to take account of updated baseline information and plans, programmes and policies for the Draft Local Plan.
Stage B: Developing and refining alternatives and assessing effects	
B1. Testing the Local Plan Objectives and the Spatial Strategy against the Sustainability Appraisal Framework	Task B1 is designed to evaluate this by assessing whether the emerging Plan's objectives are fully compatible with and actively contribute towards each of the sustainability objectives set out in the Sustainability Framework. The Draft Local Plan's objectives are derived from the Spelthorne Corporate Priorities. The key priorities produce the key challenges and vision for the Local Plan. The key challenges and vision, in turn, generate the Local Plan objectives. Subsequently, the objectives link to the various policies. Chapter 3 assesses the Local Plan objectives against the SA Framework and also assesses their compatibility with the SA objectives.
B2. Develop the Local Plan options including reasonable alternatives	The assessment of reasonable alternatives has been threaded through the Local Plan process to ensure that the Council weighs up different options, informed by evidence, to ultimately develop a sustainable Local Plan. This has taken place at the following stages: - At the Issues and Options stage, alternative Local Plan strategies were assessed. - At the Preferred Optyions stage, the Council considered alternative policy options as well as alternative site allocations - At the Draft Local Plan stage (current) the updated Local Plan strategy has been assessed alongside alternative site allocation options to take account of an updated evidence base.
B3. Evaluate the likely effects of the Local Plan and alternatives	Through this stage the likely sustainability impacts have been predicted and evaluated to enable the sustainability performance options to be factored into the Council's decision making process over which options to pursue. In line with requirements of the SEA Directive, the following characteristics of effects are predicted and evaluated: Probability; Duration, including short, medium and long-term effects; Frequency;

	Reversibility; Cumulative and synergistic nature; Transboundary nature; Secondary nature; Permanent or temporary nature; and Positive or negative nature.
B4. Consider ways of mitigating adverse effects and maximising beneficial effects	Undertaken alongside stage B3, mitigation measures have been identified to improve the impacts of the Plan. Appendices A and B identify specific mitigation measures for policies and allocations whilst Tables 6 and 11 identify mitigation measures identified at the previous SA stages. Annex 1(g) of the SEA Directive requires the following information to be included in the environmental report: "the measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme" Mitigation involves putting in place measures to prevent, reduce or offset any identified adverse sustainability effects. Measures may also include recommendations for enhancing positive effects. The first priority should, however, be avoidance of adverse effects. Only when all alternatives that might avoid an adverse effect have been exhausted, should mitigation be sought to reduce the harmful effect. Recommendations are made alongside the appraisal results on an option by option basis. Where adverse effects were identified, recommendations have been made to help avoid or minimise these effects. Where positive effects have been identified, recommendations have been made to enhance these effects where feasible.
B5. Propose measures to monitor the significant effects of implementing the Local Plan	Uncertainty and assumptions are inherent features of the SA process and it is possible that unforeseen effects of the Plan come to fruition. It is also possible that measures designed to avoid, mitigate or enhance effects are less effective than anticipated. It is therefore appropriate to monitor the effects of the Plan post-adoption. This SA Report proposes a monitoring framework which, if followed, would enable the Council to monitor the sustainability performance of the Draft Spelthorne Local Plan in relation to the performance that has been predicted and evaluated. In so doing, the Council would be well placed to take appropriate measures to rectify any unforeseen negative effects at an early stage. The monitoring framework proposed in Table 16 provides a range of indicators, and potential sources of data, for monitoring. It is anticipated that this monitoring would be incorporated into the Council's existing Plan-monitoring, such as through their Authority Monitoring Report (AMR).
Stage C: Prepare the sustainability appraisal report	This SA Report is intended to satisfy the requirements of the 'environmental report' referred to in Article 5(1) of the SEA Directive, which states: "Where an environmental assessment is required under Article 3(1), an environmental report shall be prepared in which the likely significant effects on the environment of implementing the plan or programme, and reasonable alternatives taking into account the objectives and the geographical scope of the plan or programme, are identified, described and evaluated. The information to be given for this purpose is referred to in Annex I."

	Annex 1 of the SEA Directive necessitates the provision of ten types of information in an environmental report. Table 2 presents the list of what information is required and where it has been provided for in this report. It should be noted that this information can result in large amounts of data that render a report unwieldy and inaccessible for laypeople. Guidance from the European Council on the implementation of SEA9 notes that: "In order to form an identifiable report, the relevant information must be brought together: it should not be necessary to embark on a paper-chase in order to understand the environmental effects of a proposal. Depending on the case, it might be appropriate to summarise earlier material, refer to it, or repeat it. But there is no need to repeat large amounts of data in a new context in which it is not appropriate." In order to avoid unnecessary repetition of large amounts of data, this report provides a summary of earlier material and refers to the publicly accessible location where the information can be found in full, where appropriate. Table 2 clarifies for which data this is the case.
Stage D: Seek representations on the sustainability appraisal report from consultation bodies and the public	The purpose of this SA Report is to accompany the Draft Spelthorne Local Plan (Regulation 19) for consultation. The responses to this formal Regulation 19 consultation, including that which is received from the statutory consultees and other stakeholders, will be considered and taken on board where appropriate in advance of the Draft Spelthorne Local Plan being submitted to the Secretary of State for consideration.
Stage E: Post adoption reporting and monitoring	Stage E will be undertaken following the adoption of the Local Plan. A Monitoring Framework is available in Chapter 8 of the SA Report.
E1. Prepare and publish post-adoption statement	Due to be completed following the adoption of the Local Plan.
E2. Monitor significant effects of implementing the Local Plan	Due to be completed following the adoption of the Local Plan.
E3. Respond to adverse effects	Due to be completed following the adoption of the Local Plan.

1.9 The Planning and Compulsory Purchase Act 2004 requires Local Plans to be subject to SA. SA is designed to ensure that the plan preparation process maximises the contribution that a plan makes to sustainable development and minimises any potential adverse impacts. The SA process involves appraising the likely social, environmental and economic effects of the policies and proposals within a plan from the outset of its development.

1.10 SEA is also a statutory assessment process, required under the SEA Directive, transposed in the UK by the SEA Regulations. The SEA Regulations require the formal assessment of plans and programmes which are likely to have significant effects on the environment and which set the framework for future consent of projects requiring Environmental Impact Assessment (EIA). SEA and SA are separate processes but have similar aims and objectives. Simply put, SEA focuses on the likely environmental effects of a plan whilst SA includes a wider range of

considerations, extending to social and economic impacts. The Government's planning practice guidance shows how it is possible to satisfy both requirements by undertaking a joint SA and SEA process, and to present an SA Report that incorporates the requirements of the SEA Regulations. The SA and SEA of the Spelthorne Local Plan is being undertaken using this integrated approach and throughout this report the abbreviation 'SA' should therefore be taken to refer to 'SA incorporating the requirements of SEA'.

1.11 Table 2 signposts the relevant sections of the SA Report that meet the SEA Regulations requirements.

Table 2: Requirements of the SEA Regulations and where these have been met

Information Required for Environmental Reports	Section Addressed
An outline of the contents, main objectives of the plan or programme and relationship with other relevant plans and programmes	SA Scoping Report, Appendix A
The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme	SA Scoping Report, Chapter 3
The environmental characteristics of areas likely to be significantly affected	SA Scoping Report, Chapter 3
Any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC (Birds Directive) and 92/43/EEC (Habitats Directive)	SA Scoping Report, Chapter 3
The environmental protection objectives, established at international, Community or Member State level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation	SA Scoping Report, Appendix A
The likely significant effects on the environment, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage, landscape and the inter relationship between the above factors	SA Report, Chapters 5-7 and Appendix A and B
The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme	Issues and Options SA, Appendix 2; Preferred Options SA, Table 3; This SA Report, Chapters 4-7 and Appendix A and B
An outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information	Preferred Options SA Report; This SA Report Chapters 4-7; Officer site assessments
A description of the measures envisaged concerning monitoring in accordance with Article 10.	SA Report, Chapter 8
A non-technical summary of the information provided under the above headings	SA Report, Non-technical Summary

Scoring System

1.12 The SA looks to appraise each element of the Plan against the SA objectives and identify the effects. In line with requirements of the SEA Directive, the following characteristics of effects are predicted and evaluated:

- Probability;
- Duration, including short, medium and long-term effects;
- Frequency;
- Reversibility;
- Cumulative and synergistic nature;
- Transboundary and Local nature;
- Secondary nature;
- Permanent or temporary nature; and
- Positive or negative nature.

1.13 The effects of a policy may vary over time. A temporal analysis of impacts has been completed to determine the short, medium and long-term impacts, using the following definitions:

- Short term: up to 5 years from the time of assessment
- Medium term: between 6-10 years of the Local Plan
- Long term: years 11-15 of the Local Plan and beyond

1.14 Cumulative effects arise, for instance, where several proposals each have insignificant effects but together have a significant effect, or where several individual effects of the proposal have a combined effect; and

1.15 Synergistic effects interact to produce a total effect greater than the sum of the individual effects, so that the nature of the final impact is different to the nature of the individual effects.

1.16 The assessment process inherently includes a consideration of secondary effects. The assessment text avoids specifically signposting whether the identified effect is primary or secondary. Secondary effects are defined as follows: Secondary effects are effects that are not a direct result but occur away from the original effect or as a result of a complex pathway.

1.17 There is an inherent degree of uncertainty in carrying out the Sustainability Appraisal exercise owing to the everchanging landscape and baseline information. There could potentially be changes to the baseline data once the Local Plan is adopted. Uncertainties are dealt with in the SA by adopting a precautionary approach, wherein the worst-case scenario is assumed unless reliable evidence suggests otherwise. Assessment tables include a column indicating whether there is considered to be a Low, Medium or High probability of the effect taking place. Where the recorded effect is ‘uncertain’, the probability is recorded as ‘Low’. Where the recorded effect is ‘neutral/negligible’, the probability is recorded as ‘High’. This is because a precautionary approach is adopted and, as such, unless there is a high probability of the effect being neutral/negligible then the worst-case scenario is assumed. Probability is an evaluative judgment for SA experts carrying out the appraisals.

1.18 In terms of frequency, all effects of the Plan are considered to occur once, potentially on an ongoing or continual basis, unless indicated otherwise.

The assessment tables in Appendix A and B include a column to indicate the likely local and transboundary extent of effects. Where effects would be likely to be discernible in neighbouring authorities or at a scale greater than Spelthorne, this is specified. An assessment of the cumulative transboundary effects of the Plan with neighbouring authorities has also been carried out in Table 15.

1.19 The following chapters consider the performance of the Local Plan Objectives, Policies and Allocations against the SA Framework. Alongside the short, medium and long term effects, the Local plan has been assessed in terms of its cumulative and synergistic effects. Elements of the draft Local Plan will not be adopted in isolation and will form one coherent plan acting in unison. For example, development policies would be likely to help ensure that potentially negative effects of site allocations are avoided or mitigated.

1.20 The decision aiding questions set out in the SA framework were used to help appraise each option and determine the likely impacts.

1.21 The type and magnitude of impacts associated with each alternative option have been assessed using the SA framework, the baseline environmental, economic and social characteristics of the area and using professional judgment. The scoring system used to assess the type and magnitude of impacts of each policy approach is shown in Table 3.

Table 3: Sustainability Appraisal Scoring Mechanism

Symbol	Effects against Sustainability Appraisal objectives
+ +	Significant positive contribution towards sustainability
+	Positive contribution towards sustainability
0	The option contributes neither positively nor negatively towards SA Objective
-	Negative contribution towards sustainability
- -	Significant negative contribution towards sustainability
?	It is unclear whether there is the potential for a negative or positive effect on the SA Objective.

1.22 Some of the development proposed in the Spelthorne Local Plan is near the Borough's boundary, therefore transboundary impacts could potentially arise. Consideration has therefore also been given to the potential local and transboundary impacts of each objective, policy and allocation.

1.23 The assessment tables in the following chapters and in Appendices A and B present an assessment of the likely effects of all proposals against each SA Objective. This process naturally involves a large degree of uncertainty and assumptions have to be

made in each case. Best efforts have been made to provide an indication of the overall uncertainty of effects and to identify likely significant effects.

1.24 The assessment looks at key discernible effects - but there may be other impacts on the environment e.g. increase in the need to travel will in all likelihood have a wide range of effects on the environment including on water quality, because of contaminants, and on biodiversity through land take. The system does not attempt to score or weight options, but to flag up significant impacts. The impact of an option identified as having significant adverse effects on a sustainability objective may, with appropriate mitigation, be modified to reduce its negative effects.

1.25 In some cases, knowledge of the potential impacts of a policy may be limited, particularly where cumulative effects are concerned, therefore the appraisal involves making a certain amount of subjective judgements of the likely sustainability impacts of proceeding with any option over the short, medium and long term. The judgement is made by reference to what the sustainability objective is trying to achieve and the possible impact a proposed action may have.

Any difficulties or deficiencies in compiling the data

1.26 The main difficulty in carrying out the appraisal work has been the strategic nature of the Local Plan objectives and policies, as such there are uncertainties surrounding their implementation and outcomes in practice. Furthermore, implementation of some of the policies may be reliant on more detailed policies in future Development Plan Documents (DPDs), Supplementary Planning Documents (SPDs) or Action Plans.

1.27 The appraisal ranges from very broad objectives to much more specific policies or sites. The SA of strategic sites was refined to reflect and take into account the technical site assessment work. For the broader objectives and policies, the appraisal process has had to concentrate on whether, in principle, the proposed objective or policy is compatible with the SA objectives to avoid trying to consider every eventuality. Some of the specific policies have a limited relationship with some of the SA objectives. The appraisal has highlighted areas of uncertainty – as a result of limited knowledge or unknown/unpredictable effects. Where uncertainties exist, a precautionary approach has been taken and these have been highlighted in the appraisal (by symbol, or in the commentary).

1.28 The site options were appraised using the most up to date environmental, social and economic evidence available, for example the assessment of residential site options effects on meeting the Borough's needs, however on assessing potential employment sites limited up to date evidence was available to take account of how the COVID-19 pandemic could have affected working patterns and the need for employment space.

1.29 More generally the impacts of the COVID-19 pandemic are still being experienced therefore it has been difficult to predict the likely impacts of the Plan in this regard. Where there is uncertainty, a standardised judgment has been made in the SA process to ensure that all sites are assessed consistently. The impacts of the pandemic may then be re-assessed once the 'new normal' is fully in effect.

1.30 Consequently, site options put forward for employment use were subjected to a precautionary additional layer of assessment following the updating of the employment needs assessment evidence.

1.31 When applying the criteria and assumptions set out in the Site Selection Methodology to test the sustainability of the location and to inform the SA of site options, distances were measured from the central point of the site, which may not always accurately reflect the distance to features for the whole of a site, particularly large sites, as this does not reflect any potential road layouts and links to new pedestrian links. This is to ensure a consistent approach for the SA. The Council has examined site options and the evidence produced using the site selection methodology and officer site assessments to supplement the SA process in selecting preferred development locations and policies.

1.32 The sheer number of strategies, plans, programmes, policy documents, advice and guidance produced by a range of statutory and non-statutory bodies means that it has not been possible within the resources available to consider every potentially relevant document in detail (see SA Scoping Report, Appendix A). However, the Council has drawn out the key generic messages relevant to the preparation of the Local Plan and the SA.

1.33 Similarly, with regard to the evidence base set out in Chapter 3 of the Scoping Report upon which effects have been identified, every effort has been made to ensure that the SA Report reflects the latest baseline information. It is paramount to ensure that the SA takes into account the most recent, accurate and consistent evidence available so that the Local Plan is sustainable.

1.34 When assessing the impacts of individual site options, it was sometimes difficult to consider the impacts of piecemeal development with certainty owing to the unknowns associated with site layout etc. for example car use and air quality impacts. As such a standardised approach with benchmarks was set to help identify whether positive, negative, or neutral impacts were more likely.

Existing Local Plan

1.35 The existing Development Plan for Spelthorne sets out how and where development in the borough will be delivered in the future and is currently made up of a series of documents, as shown in the table below. All existing Development Plan documents are available to view on the Council's website[8] and have been subject to Sustainability Appraisal.

Table 4: Existing Plan Documents

Plan	Function	Status
Core Strategy and Policies Development Plan Document	Vision and strategic policies	Adopted February 2009
Allocations Development Plan Document	site-specific proposals	Adopted December 2009
Adopted Proposals Map	Map	Adopted December 2009
Saved Policies 2001 Local Plan	Saved development policies	Updated December 2009

[8] https://www.spelthorne.gov.uk/article/17620/Development-Plan-2009

Preparing the Local Plan

1.36 The Council carried out a review of the existing Spelthorne Development Plan Documents against the National Planning Policy Framework in February 2013 to determine whether the policies adhere to the principles set out in national policy and guidance. This was used to indicate whether there was a need to review the policy and what the scope of the review might involve. The Council concluded that a new NPPF compliant plan would be required and therefore began the Local Plan review process in 2014.

1.37 The Council subsequently began gathering evidence for the new Local Plan and produced a Scoping Report for the Sustainability Appraisal which was published in March 2017. This reviews the other relevant plans or programmes at local/national/international level, considers the current state of the environment (the baseline) and sets out a proposed 'framework' against which the new Local Plan can be assessed. Since this time the Council has reviewed its SA Framework to take account of updated evidence and to streamline the process. The Scoping Report has also been updated for the Regulation 19 Draft Local Plan stage. This includes an updated list of the relevant Plans, Programmes and Sustainability Objectives as required by the SEA Directive.

1.38 The Council carried out its Issues and Options consultation in May – June 2018[9]. This identified four strategic options for meeting development needs: Brownfield only, Green Belt release, Staines focus or a combination of all three. These strategic options were accompanied by a Sustainability Appraisal[10] to consider the likely impacts on the SA objectives if taken forward.

1.39 The Preferred Options Local Plan was consulted on in November 2019 – January 2020. This set out the preferred strategy for the emerging Local Plan including policies and site allocations. The draft policies and sites were assessed through the Sustainability Appraisal process to consider their performance against the SA Framework and to assess any reasonably alternatives[11].

1.40 The Council has now produced its Draft Local Plan (Regulation 19) for consultation. The Plan looks ahead to 2037 and identifies where the main developments will take place, and how places within the borough will change, or be protected from change, over that period.

1.41 The assessment of the Local Plan objectives, draft policies and site allocations is contained within the following sections, as well as any updates to account for any new information or alternatives identified since the previous stage of the Sustainability Appraisal.

Habitats Regulations Assessment

1.42 Habitats Regulations Assessment (HRA) is a requirement of Council Directive 92/43/EEC (the Habitats Directive 1992) and Council Directive 2009/147/EC (the

[9] https://www.spelthorne.gov.uk/article/19959/Issues-and-Options-Consultation-documents
[10] https://www.spelthorne.gov.uk/media/19049/Sustainability-Appraisal-Issues-and-Options-Final-Report/pdf/Sustainability_Appraisal.pdf?m=637044049597100000
[11] https://www.spelthorne.gov.uk/article/19901/Preferred-Options-Consultation-documents

Birds Directive), which are transposed into UK law through the Conservation of Habitats and Species Regulations 2017 (the Habitats Regulations).

1.43 The overall purpose of the HRA is to conclude whether or not the Local Plan would adversely affect the integrity of any European site. The Council must consider whether the policies and/or site allocations in the Plan are likely to have a significant effect on a European site directly or indirectly either alone, or in combination with other plans and projects. European sites are Special Areas of Conservation (SACs), Marine SACs, Special Protection Areas (SPAs) and Ramsar sites. The Borough contains a number of sites designated under the South West London Waterbodies (SWLWB) SPA and Ramsar.

1.44 The HRA helps inform the Councils' decisions on where to locate development by assessing policies and site allocations in terms of their impact on the SPA, ensuring any significant impact is avoided or identifying how and where mitigation can be employed.

1.45 The Council began work on the HRA in 2020 following the completion of the Preferred Options consultation, which identified draft site allocations and policies. The initial pre-screening was completed in late 2020 and this work determined that the draft site allocations were likely to result in impacts in relation to air quality and public access and disturbance on identified European sites. Following the agreement of draft site allocations to take forward in the Pre-Submission version of the Local Plan (Regulation 19), and completion of other key evidence base documents, further work has been undertaken under Stage 1 of the HRA process.

1.46 Further work is being carried out to complete the HRA, focusing on the impacts on air quality and recreational pressures, with additional transport modelling work being undertaken to determine what the total cumulative effects on European sites, outside the Borough may be. It has been identified that there is recreational pressure from the draft site allocations on the South West London Waterbodies however suitable mitigation could be applied to relieve these pressures and this is being explored.

2. Sustainability Appraisal Framework

SA Framework for the Local Plan

2.1 In order to help assess the sustainability of the policies in the Local Plan, and to monitor its achievement in sustainability terms, sustainability objectives and indicators are developed in order to measure the operation of the Local Plan. The objectives are, where possible expressed in terms of targets, the achievement of which should be measurable using indicators selected.

2.2 The SA objectives for the Local Plan, as shown in the table below, are intended to compliment the Local Plan objectives, and are not designed to supersede or replace these. The SA objectives purely provide the framework for assessment. They are designed to provide a balance between the three pillars of sustainable development: the environment, the economy and society. The actual numbers of social, environmental and economic objectives are not the same because they reflect the key issues in the borough.

2.3 The sustainability objectives were first developed at the Sustainability Appraisal Scoping Stage using the findings of the review of plans and programmes, the characteristics of the plan area, and the key issues within the plan area. This ensures that the sustainability framework is relevant and specific to the Local Plan and addresses the key sustainability concerns for Spelthorne.

2.4 The sustainability objectives were then refreshed and streamlined through the Issues and Options stage. As the SA is an iterative process the framework has been adapted since the Issues and Options consultation. This is to take account of changes in circumstance and progress.

Table 5: Sustainability Appraisal Framework

Objective	Decision Aiding Questions	Indicators	NPPF Theme
1. To provide sufficient high-quality housing to enable people to live in a home suitable to their needs and which they can afford.	Will it provide housing to help meet identified needs? Will it reduce the number of unfit homes? Will it improve affordability? Will it provide specialist accommodation for elderly/disabled persons? Have a significant detrimental effect on the financial viability of delivering future housing?	Total housing completions by size, type and tenure. Number of households on the housing register. Plot requirements on the self-build register. Lower quartile property price compared against lower quartile workplace earnings.	Social – providing the supply of housing required to meet the needs of present and future generations. Economic – construction industry and building strong economy. High quality residential areas also create attractive areas for businesses to locate to. Environmental – provision of housing in suitable and sustainable locations will help to preserve the remainder of the natural environment.
2. To facilitate the improved health and well-being of the whole population and reduce inequalities.	Will it improve access to or provide healthcare and/or cultural and community facilities? Will it help to meet Accessible Natural Greenspace standards (ANGst)? Will it improve access to or provide green/blue infrastructure/ leisure/ recreation facilities? Will it improve highway safety for road users, cyclists and pedestrians? Will it contribute toward a safe & secure built environment? Will it help to address pockets of deprivations and child poverty? Will it reduce recorded levels of crime and fear of crime? Will it encourage healthy lifestyles?	Percentage of people whose health is classed as not good. Life expectancy Adult & child obesity levels. IMD Health Rankings Motorists/pedestrian/cyclists – number killed and/or seriously injured (KSI) per 100,000 population. Amount and quality of green infrastructure/recreation space by type (ha) or leisure facilities. Accessibility to Hospitals & GP Surgeries. Capacity of Health Facilities. Accessible Natural Greenspace (ANGst) Targets. Indices of Multiple Deprivation (IMD).	Social – the objective will assist in supporting strong, vibrant, inclusive, safe and healthy communities. Environmental – The facilitation of healthy and active lifestyles and open space provision will have positive impacts on the environment, resource use and enhance local green and blue infrastructure networks.

Objective	Decision Aiding Questions	Indicators	NPPF Theme
		Number of developments implementing 'Secured by Design'.	
3. To increase resilience to, reduce the risk of, and minimising the harm from flooding	Will it reduce the number of properties at risk from all forms of flooding? Will it reduce the severity of a flood event? Will it increase the number of properties linked to sustainable drainage systems (SuDS)?	Number of properties at risk from flooding. Number of properties with flood mitigation installed. Number of properties built with SuDS installed.	Economic – CC resilient infrastructure will help to future proof businesses and make more resilient Social – maintain a healthy community/ wellbeing Environmental – protect environment/ build in resilience
4. To reduce land contamination and protect soil quality and quantity	Will it maintain the area of grade 1, 2 and 3a agricultural land? Will it remediate contaminated land and/or improve soil quality? Will it achieve efficiency in land use and avoid development of greenfield land over the redevelopment of previously developed land and buildings? Will it reduce the amount of derelict and/or underused land and/or vacant/unfit properties? Will it promote higher density development in appropriate locations?	Amount of contaminated land remediated. Area of grade 1, 2 and 3 agricultural land permanently lost to development (ha). Percentage of development built on previously developed land. Average density on sites with 10 or more dwellings (Dwellings per Ha.).	Economic – protect high quality agricultural land to protect the rural economy Environmental – protect and enhance of the natural environment
5. To reduce air and noise pollution	Will it improve air quality, in particular concentrations of NO2 and PM2.5? Will it reduce the number of properties or sites affected by poor air quality? Will it reduce the number of residential properties affected by and exposed to noise?	Annual average of NO2 and PM2.5, within AQMAs relative to national standards. The number of properties and land affected where levels of NOx or PM2.5 exceed national targets.	Social – improvements in air, noise and light pollution will support healthy communities Environmental – protect natural environment, improve biodiversity and mitigate climate change

Objective	Decision Aiding Questions	Indicators	NPPF Theme
		The monitoring of LEQ noise levels around airports. Number of non-airport related noise complaints received per annum.	
6. To conserve and enhance biodiversity, habitats and species	Will it maintain or enhance designated sites? Will it maintain/enhance numbers of priority species or the extent and condition of priority habitats identified in Biodiversity Opportunity Areas and the Borough as a whole? Will it avoid the fragmentation of designated and priority habitats? Will it contribute towards achieving net gains in biodiversity? Will it help to deliver any identified Nature Improvement Areas? Will it protect the Borough's green/blue infrastructure and enhance connectivity?	Population of wild birds. Extent and condition of SPA/Ramsar sites. Extent and condition of Sites of Special Scientific Interest (SSSI) meeting PSA targets. Extent and condition of priority species and habitats identified in Biodiversity Opportunity Areas in Spelthorne. Number, area and condition of Sites of Nature Conservation Importance (SNCIs) and Local Nature Reserves (LNRs) within Spelthorne. Extent and condition of ancient woodlands Number of Biodiversity improvement/enhancement schemes implemented per annum.	Social – enhancement of biodiversity will support the community's health and social well-being Environmental – help to conserve and improve biodiversity
7. To conserve and enhance the historic environment, heritage assets and their settings.	Will it conserve or enhance heritage assets, the historic environment and their settings? Will it improve the quality of the historic environment? Will it provide increased access to and enjoyment of the historic environment? Will it ensure that development is well-designed and is well-related to the surrounding townscape?	Number of listed buildings, ancient monuments and conservation areas. Statutory or locally listed buildings or structures at risk. Statutory or locally listed buildings or structures demolished. Scheduled ancient monuments at risk. Number of archaeological finds. Conservation area appraisals and level at risk.	Economic – protection of historic and cultural assets will support tourism economy and create attractive areas for businesses to locate to Social – maintain a high-quality built environment

Objective	Decision Aiding Questions	Indicators	NPPF Theme
8. To protect, enhance and manage Borough's open space and landscape character.	Will it protect and enhance landscape character? Will it ensure the quality of and provision of suitable open space, where need is identified?	Quality and quantity of open space provision Areas with landscape assessment	Social – the enhancement of the natural environment will support the community's health and social wellbeing Environmental – the protection and enhancement of the natural environment Economic – character of the natural environment is a consideration within "smart growth" as they are attractive areas to locate to
9. To promote sustainable modes of travel, improve accessibility to public transport and reduce road congestion		Traffic counts Travel to work by mode Number of schools/businesses with travel plans implemented Number of highway/cyclist/pedestrian improvement schemes implemented	Economic – an inadequate transport system will have significant detrimental effects on the economy therefore this will be needed to assist in building a strong, responsive and competitive economy Environmental – sustainable transport will mitigate climate change and assist with the move to a low carbon economy Social – more sustainable travel options will positively impact health, wellbeing and improve quality of life.
10. Maintain high levels of employment and economic growth which is inclusive and	Will it support a stable labour market and contribute towards skills improvement and employment opportunities?	IMD employment and education rankings. Working age population which are economically active.	Economic – contribute to building a strong, responsive and competitive economy

Objective	Decision Aiding Questions	Indicators	NPPF Theme
sustainable across the Borough.	Will it support or promote inward investment and business growth? Will it retain the most sustainably located employment sites? Will it maintain or increase the total quantity and/or quality of commercial floorspace? Will it promote mixed use development? Will it promote or enhance the viability, vitality and attractiveness of town or local centres?	Educational attainment levels NVQ level 3 and above. The net change in the number of VAT registrations and de-registrations. Commercial floorspace levels and vacancies. Area of employment sites lost to other uses (ha). Amount of retail/commercial leisure floorspace implemented (sqm). Amount of retail/commercial leisure floorspace lost to other uses within town/local centres (sqm). Footfall numbers	Social – a strong economy that keeps unemployment levels low will help support strong, vibrant and healthy communities Environmental – support of innovative technologies will assist in the move to a low carbon economy and promoting the local economy will reduce the need to travel
11. To limit the impact of Climate Change and promote the efficient use of resources, to reduce greenhouse gas emissions and move to a low carbon economy.	Will it promote energy efficiency and/or renewable or low carbon technologies? Will it promote sustainable methods of construction and design? Will it promote the reuse and recycling of demolition waste? Will it reduce emissions? Reduce impact of climate change, including flooding and urban heat island effect? Will it ensure new and retrofitted development and infrastructure location and design is future proofed against the future impact of climate change?	CO2 Emissions (total and per capita). Number of commercial premises built to BREEAM 'Very good' or better. Installed renewable/low carbon energy capacity (MW/h). Amount of demolition waste reused or recycled per annum (tonnes).	Economic – contribute to building an innovative economy Social – support long term positive impacts on overall quality of life for current and future generations Environmental – mitigate climate change
12. To maintain and improve water quality and	Will it protect and improve the quality of all water sources? Will it increase water efficiency?	Percentage of river and groundwater units in the plan area whose	Social – improvements in water resources and supply e.g. drinking water provision

Objective	Decision Aiding Questions	Indicators	NPPF Theme
promote the efficient use of water	Will it promote greywater recycling/rainwater harvesting? Will it protect and improve hydro-geomorphology and the overall ecological status of the watercourses?	biological and/or chemical quality is rated as good. Household consumption of water per day. Number of dwellings completed which exceed. Building Regulations standards for water efficiency. Commercial consumption of water per day. Number of commercial developments completed with water efficiency measures implemented.	Environmental – improve biodiversity, use natural resources prudently and minimise pollution Economic – reduced water consumption will have knock on impacts on financial and less outlay, providing opportunities for spending on the local economy.

3. Strategic Growth Options

Developing the Approach to Strategic Growth Options

Development Needs

3.1 A fundamental element of the Plan is to set out the level of growth it seeks to provide for Spelthorne. This includes both residential and employment growth. The overall amount of growth underpins other elements of the Plan, including the overall distribution of development, development management policies and specific sites for development. The employment and housing growth proposed in the Plan is the result of a lengthy, evidence-led and objective approach taken by the Council.

3.2 In 2017, Spelthorne was considered to have an Objectively Assessed Need (OAN) of 552 – 757 dwellings per annum, evidenced through its joint Strategic Housing Market Assessment with Runnymede. In July 2018, the Government published a revised National Planning Policy Framework, requiring local planning authorities to use a standard method to calculate local housing need. This identified a housing need of 590 dwellings per annum for Spelthorne.

3.3 In August 2020, the Government consulted on proposed changes to the standard method that reduced Spelthorne's housing need figure to 489 dwellings per annum. The government then decided against these proposals and determined that Local Housing Need should be calculated using the 2014-based household growth projections and the latest affordability ratios. At present, the housing need figure for Spelthorne Borough Council is 618 dwellings per annum[12]. This equates to a requirement of 9,270 dwellings over the 15 year plan period.

3.4 The employment needs identified for Spelthorne have been informed by the Employment Land Needs Assessment (ELNA). This was first published in 2018 and helped to inform the Preferred Options Local Plan.

3.5 Since the Preferred Options consultation, the COVID-19 pandemic has created uncertainty regarding employment land needs, with trends towards greater remote-working and the desire for more goods and services to be provided directly to homes. As such, the ELNA has been updated to take account of the changes in employment floorspace and associated job impacts. Overall, this has resulted in a need for 19,109sqm of employment floorspace, an overall increase of 10,495sqm since the 2018 ELNA. However due to the instability in the market associated with the pandemic, there is uncertainty regarding the amount of employment floorspace required over the plan period. It is therefore considered appropriate to assess the position at the five year review stage when it is hoped there will be more certainty.

Growth Options

3.6 The Council has developed its Growth Strategy for the Local Plan based on the identified housing and employment needs. A range of options of various levels of growth have been explored through the Local Plan process. The consideration of

[12] As per the standard method for calculating housing need, the current year is used as the baseline and identifies the 10 year average population growth, then applying the latest affordability ratios (published in March 2022).

alternatives enabled the Council to weigh up the costs, risks and benefits of different quantities of development and to select a strategy that would be achievable, deliverable, would satisfy local employment needs and would be as sustainable as possible.

3.7 At the Issues and Options stage, the Council considered four spatial options to meeting development needs:

- Option 1: Significantly increase densities in the urban area
- Option 2: Large-scale release of Green Belt for development
- Option 3: Focus development in Staines upon Thames
- Option 4: Combination of Options 1-3

3.8 This was accompanied by a Sustainability Appraisal report to assess the potential impacts of each against the SA Framework. More detail is available in the Issues and Options Sustainability Appraisal[13]. This report identified the likely significant impacts of the spatial options and also identified potential mitigation measures to help address the impacts. Table 6 indicates where these suggestions have been incorporated into the Plan.

Table 6: Mitigation measures identified at the Issues and Options Stage

SA Objective	Mitigation Measure	Impact on the Plan
1. Housing	Adoption of standards with regards to accessibility and adaptable dwellings may help to overcome issues of housing mix.	Policy H1 of the plan has been developed to provide accessible and adaptable dwellings and to ensure they meet specific standards.
2. Health	Provision of new infrastructure to meet specific local needs e.g. education and healthcare, can help to mitigate negative impacts. Scheme-specific measures could tackle the perception of and actual crime, as well as including natural surveillance and Secured by Design. Development should also promote healthy lifestyles and make key connections with the surrounding green infrastructure to encourage modal shift.	Policy ID1 has been developed to ensure that adequate infrastructure is provided to help meet development needs. The Council has produced an Infrastructure Delivery Plan to support the provision of infrastructure in the Borough. Policy DS1 promotes the design of schemes to enable safe, connected and efficient streets. Policy ID2 seeks to facilitate sustainable and active modes of travel.
3. Flood risk	Scheme specific measures may be capable of mitigating the effects of flooding on site however further work will be needed. Buildings would need to incorporate flood resilient design and the implementation of a surface water	Policy E2 seeks to minimise the risk of flooding and identifies the need for mitigation measures to reduce impacts.

[13] Issues and Options Sustainability Appraisal (2018). Available at https://www.spelthorne.gov.uk/media/19049/Sustainability-Appraisal-Issues-and-Options-Final-Report/pdf/Sustainability_Appraisal.pdf?m=637044049597100000

	management scheme may also reduce potential negative impacts.	
4. Land and Soil	Opportunities to prevent new areas of contaminated land being created.	The prioritisation of previously developed land will help to remediate existing sources of contamination and does not seek to allocate any contaminating land uses.
5. Pollution	The development of greener modes of transport and supporting infrastructure will be required to reduce pollution associated with private vehicle use. The inclusion of design principles such as screening against the road network. In terms of tackling short term construction noise, attenuation measures such as barriers, appropriate planting and careful phasing of operations could help to reduce negative impacts. Longer term noise impacts could be mitigated using premanent green attenuation barriers near roads and potentially sensitive areas.	Policy ID2 seeks to facilitate sustainable and active modes of travel. Policy DS1 identifies measures to positively impact place, including boundary treatments. Policy E3 requires mitigation measures to be incorporated where development could cause or exacerbate pollution.
6. Biodiversity	Scheme-specific design may overcome any issues relating to biodiversity and promote measures to improve local biodiversity, such as providing strategic green links throughout the Borough to enhance local ecology.	Policies E4 and E6 seek to promote biodiversity net gain and the enhancement and contribution to the green and blue infrastructure network.
7. Heritage	Scheme-specific design may help to mitigate impacts on heritage assets and protect local character. Tall buildings must demonstrate exceptional design quality and integrate positively with the surrounding environment, as well as using high quality sustainable materials.	Policy DS3 seeks to mitigate and minimise impacts on the historic environment, whilst policy DS1 identifies the need for positive design. Policy SP1 incorporates zoning for Staines town centre to minimise impacts on the character of the area, requiring exceptional design for exemptions.
8. Open space and landscape	Design measures may help to reduce negative impacts on landscape character.	Policy DS3 identifies measures to mitigate against harm to the landscape character of the Borough.
9. Transport	Negative impacts relating to transport can be mitigated by the development of greener modes of travel across the Borough and the encouragement of walking/cycling. Mitigation measures will be required to reduce dependency	Policy ID2 identifies measures to facilitate sustainable and active travel for both specific site proposals and more widely at the Borough level to encourage a modal shift.

	on car use and to encourage the use of public transport.	
10. Economic Development	Appropriate land use and mix of uses will be needed. Encouraging commercial uses together will enable agglomeration and business growth. The Local Plan should include measures to ensure that local residents have increased access to the skills, training and jobs.	Policy EC1 identifies strategic employment area and identifies opportunities to facilitate business growth and in turn generate jobs,
11. Climate Change	Environmental performance of houses can be mitigated through sustainable design and construction measures. Promotion of renewable energy technologies and possible use of combined heat and power will also help to reduce emissions.	Policy DS2 requires all development to respond to the climate emergency and incorporate measures to reduce environmental impacts.
12. Water	No mitigation measures identified.	Policy E3 seeks to protect water quality whilst Policy DS2 identifies measures to promote water efficiency.

3.9 Following the Issues and Options consultation, the Council further analysed strategic options for growth at the Preferred Options stage. Taking on board the representations received to the Issues and Options consultation, the potential alternative strategies were expanded upon and re-assessed through the Sustainability Appraisal at this next stage[14]. The Council explored a range of options of various levels of growth that meet or exceed the minimum needs. The consideration of alternatives enabled the Council to weigh up the costs, risks and benefits of different quantities of development and to select a strategy that would be achievable, deliverable, would satisfy local employment needs and would be as sustainable as possible.

3.10 Table 7 sets out these potential approaches and explains the reasoning for which the preferred approach was chosen and the others rejected.

Table 7: Spatial Strategy Growth Options Assessed at the Preferred Options Stage

Option 1: Aim to meet all need for housing, including affordable and G&T pitches, employment, and other development in the urban area without amending Green Belt boundaries. Increase densities, prioritise housing need and build on open space and re-provide sports and recreation facilities in the Green Belt.	Reject alternative. Unlikely to meet full OAN and would result in the loss of uses other than housing in town centres.

[14] Preferred Options Sustainability Appraisal (2019). Available at https://www.spelthorne.gov.uk/media/23791/Sustainability-Appraisal-of-Spelthorne-Local-Plan-Preferred-Options-Consultation/pdf/Sustainability_Appraisal_Preferred_Options_Final_Report.pdf?m=637483796499930000

Option 2: Amend the Green Belt boundary significantly to meet housing and employment need. This option would include safeguarding land in the Green Belt for future need beyond the plan period. The Green Belt designation would only be retained for sites that are strongly performing and/or perform a strategic Green Belt function.	Reject alternative. This would result in the loss of a significant amount of strongly and moderately performing Green Belt.
Option 3: Focus new development in Staines-upon-Thames by making use of a Master Plan approach for development that increases opportunities for new high rise residential buildings. Significantly increase densities in the Staines area; prioritise housing need by allowing employment sites to be redeveloped; allocate sites for housing elsewhere in the Borough but only at an appropriate density.	Reject alternative. Approach unlikely to meet all needs. Negative impacts expected on social SA objectives.
Option 4: Increase densities in town centres and near transport facilities where the character can accommodate it, allowing high rise development where appropriate and where they are of high-quality design. Release some weakly performing Green Belt that would not adversely affect the integrity of the strategic Green Belt. Make use of a masterplan approach for Staines.	Preferred approach. This option provides the opportunity to meet all development needs and distributes growth across the Borough.
Option 5: Consider Kempton Park Garden Village as an alternative option. Allow as much need as possible in the urban area and release the site to provide 3,000 new homes. Develop sites identified in the Strategic Land Availability Assessment as suitable in the urban area in addition.	Reject alternative. This option is likely to have significantly negative impacts on the environment and transport given the proposed scale of development concentrated in one location.

3.11 Detailed scoring of the strategic growth options against the SA Objectives is available in the Preferred Options Sustainability Appraisal. Overall, there was a mixed performance against the SA Framework. Option 1 would help to meet housing needs, but the quality of housing, health and wellbeing and employment land use would suffer with the prioritisation of housing development and need for significant high-density development. This option would facilitate an efficient use of land and help to focus development in sustainable locations, but would put pressure on existing open space facilities and infrastructure by heavily concentrating development in smaller

areas. This would also likely increase pollution, car use and congestion in existing hotspots. Cumulatively, a focus on existing urban areas to meet development needs would likely protect the wider landscape character of undeveloped parts of the Borough and protect the environment from adverse impacts but could potentially alter local character and could negatively impact local heritage assets including conservation areas. The negative impacts on housing and health objectives and inability to meet needs are considered to outweigh the positive impacts on the protection of land across the borough. This option is considered to be unbalanced.

3.12 Option 2 seeks large scale release of Green Belt to meet needs, principally on Green Belt sites. Whilst this would allow Spelthorne to meet its housing needs and potentially go above and beyond this, it would cumulatively result in a significant amount of land take and would alter the Borough's character with a loss of open land. This would have associated impacts on the environment with a loss of habitats, loss of permeable open land and a dispersal of development which would not help to facilitate sustainable and active travel and instead increase private car use. This option also provides less opportunity to tackle and remediate existing issues in the urban area. Overall, this spatial option was rejected due to the negative impacts on the environment, landscape character and lack of tackling of existing urban issues.

3.13 Option 3 seeks to concentrate new housing development in Staines town centre as the Borough's principal town. It is uncertain whether this option would meet housing needs in full, but it would help to make an efficient use of land by focusing development on previously developed land. Concentrating development in Staines would cumulatively aid sustainable travel, facilitate healthy/active lifestyles and provide the opportunity for centralised energy generation, however the accumulation high rise development and lack of wider town centre uses may negatively impact wellbeing and bring about out-commuting. This option also could result in the loss of many commercial town centre uses with a prioritisation of housing development. Additionally, Staines is subject to flood risk with a notable amount of land in flood zones 3 and 2 owing to its proximity to the River Thames, therefore Option 3 would significantly increase the number of people vulnerable to flooding. There is also a risk that focussing development in urban locations would lead to a large portion of new residents being exposed to major sources of noise, air and light pollution such as that associated with road traffic. This option was rejected because it performed poorer than Option 4 in terms of impacts on; poverty and exclusion, wellbeing, cultural heritage, landscape and townscapes, economic growth and prosperity, town centres, flood risk and transport and movement. This option did have some benefits in terms of protecting the wider Green Belt landscape but this did not outweigh the poorer impacts identified above.

3.14 Option 4 seeks to intensify the use of town centre, encourages high rise development where appropriate and release some Green Belt where this would not harm the wider strategic performance. This option would meet housing needs in full and spread development across the borough as to balance the impact. This option would cumulatively have positive impacts on housing delivery, health and wellbeing as well as land and soil. Further positive impacts are also expected on employment through the protection of designated employment areas and on transport with a focus on the existing urban area but also identifying Green Belt sites where they are sustainably located and could contribute to wider transport networks. There could be negative impacts on biodiversity, open space and flood risk through this option, but unknowns are associated with specific sites.

3.15 Option 5 looks to utilise urban site identified in the Strategic Land Availability Assessment and also take forward Kempton Park as a new garden village settlement to deliver 3,000 new homes. This option would perform positively against housing delivery and health and wellbeing objectives, however negative impacts on the environment have been identified as would result in a high concentration of development on a largely greenfield site. The Sunbury area is already impacted by congestion and air quality issues therefore the addition of 3,000 new properties is likely to exacerbate these problems. This option would also significantly alter the landscape and could negatively impact the economy through the loss of the racecourse and associated uses which perform an important role locally. Overall, this option was rejected owing to the notable environmental impacts, and negative impacts on landscape, biodiversity, transport, air and noise pollution, land & soil and flood risk. The wider benefits associated with the level of development and associated community infrastructure opportunities were not considered to outweigh the negative impacts.

3.16 Once each option had been appraised and weighed up, Option 4 was identified as the most sustainable Local Plan strategy to be taken forward. Option 4 offers a more balanced approach to development and provides the opportunity to consider a wider range of sites to ultimately identify those that are sustainable. This option seeks to meet all development needs, protect the borough's employment areas and also avoids adverse impacts on the environmental objectives as much as possible. Owing to the greater degree of flexibility identified through this option, there is potential to introduce mitigation measures to address site specific issues and also address any cumulative impacts arising as a result of the sites identified. Mitigation options for this spatial strategy are presented in Appendix B alongside the appraisal of site allocation options.

3.17 Option 4 was subsequently taken forward as the preferred spatial strategy to the Preferred Options consultation. The preferred policies and draft allocations were identified based on this approach and also subject to Sustainability Appraisal to assess their potential impacts on the SA objectives. The SA of policies is available to view in the Preferred Options Sustainability Appraisal[15] and the SA of draft allocations is available in the Officer Site Assessments[1617]. These set out a range of options and alternatives for new development. Chapters 5 and 6 set out more detail on the Sustainability Appraisal of policies and site allocations respectively. Appendices A and B contain the full SA of the sites and policies.

3.18 Following the Preferred Options consultation, the Council reviewed the representations received on the Local Plan strategy, policies and draft site allocations. Following feedback, it was considered appropriate to continue with the same spatial strategy which focuses on the sequential use of land, prioritises using brownfield land first then considers the most suitable Green Belt land following assessment. It was agreed with Members that Spelthorne would pursue a local plan strategy comprising the following elements:

[15] https://www.spelthorne.gov.uk/media/23791/Sustainability-Appraisal-of-Spelthorne-Local-Plan-Preferred-Options-Consultation/pdf/Sustainability_Appraisal_Preferred_Options_Final_Report.pdf?m=637483796499930000

[16] https://www.spelthorne.gov.uk/media/21630/Preferred-Site-Allocations-Officer-Site-Assessments/pdf/Preferred_Officer_assessments_document.pdf?m=637081247708430000

[17] https://www.spelthorne.gov.uk/media/21631/Rejected-Site-Allocations-Officer-Site-Assessments/pdf/Rejected_Officer_assessments_document1.pdf?m=637081301680370000

- Increasing densities in town centres and near transport facilities and other areas where the character can accommodate it and allowing high rise development in areas where the existing character permits and they are of a high quality design, having regard to the emerging Staines Development Framework.
- A small amount of dispersed Green Belt release for development where its release would not adversely affect the integrity of the strategic Green Belt. Any consideration of the potential release of Green Belt will have due regard for the sustainability of location and the quantity of previously developed land.
- Making use of a development framework for Staines but with housing as one of a range of uses that can be accommodated within the town and not favouring residential development over employment, retail and tourism uses.

3.19 Whilst it was decided that the overall spatial strategy was to remain the same, following the Preferred Options stage, additional criteria were added to help identify suitable Green Belt sites for allocation:

- Weakly performing Green Belt, or perform an infill role
- Higher proportion of Previously Developed Land
- Additional benefits to the community
- Feedback from the Preferred Options consultation
- Smaller sites
- Sustainability of location

3.20 Whilst the wider spatial strategy is considered to follow the same principles set out in the preferred spatial strategy, this additional detail and selection criteria will help to ensure that the most sustainable options are identified. A summary of the scoring of alternative spatial strategy options is available in the table below. A more detailed assessment of alternative spatial options is available is the Issues and Options SA report and the Preferred Options SA report. Option 4 is considered to be the most sustainable option with a mix of development dispersed across the borough helping to meet housing needs and support the economy but also minimise impacts on the environment. There are some unknowns associated with this option due to the high level nature of the assessment however the detailed policies and site allocations allow for a more nuanced consideration of the potential effects of the Plan.

Table 8: Spatial Strategy Options - Summary Scoring

	1. Housing	2. Health	3. Flood risk	4. Land and Soil	5. Pollution	6. Biodiversity	7. Heritage	8. Open space and landscape.	9. Transport	10. Economic Dev.	11. Climate Change	12. Water
Option 1	-	--	-	+	-	-	-	0	0	-	-	-
Option 2	+	0	-	--	-	--	-	--	--	0	0	-
Option 3	-	--	--	++	-	0	--	0	0	-	0	-
Option 4	+	+	-	+	?	0	0	0	+	+	?	?
Option 5	+	+	-	-	--	0	0	--	--	-	-	-

4. Testing the Objectives of the Plan

4.1 The Draft Local Plan sets out the following Destination and Objectives:

The **Spelthorne Corporate Plan (2021-23)** sets out our five overarching 'CARES' priorities and 15 more specific themes to focus on. By 2035 our **Local Plan** seeks to have achieved the priorities set out within it.

Our destination:
Our communities are at the heart of everything we do, we have built strong relationships with our residents and businesses, and have forged links within those communities, so that they feel empowered, included, supported, safe and healthy.

Strong communities

We are working with our partners and the community to deliver high quality place making that incorporates amenities and services for all in Spelthorne.
The Local Plan is supporting this by:

- Engaging with individuals, residents' associations and other community groups so that they are better informed and have opportunity to participate in the Local Plan and Staines Development Framework preparation
- Seeking the views of the local businesses community to support the vitality and resilience of our towns and economic areas, such as the Staines Business Improvement District.

Safe communities

We have safe places to live, visit and do business, with safe streets and open spaces.
We are supporting this by:

- Working with Surrey County Council to make our roads safer for pedestrians and cyclists, with new cycle lanes/walkways and reduced speed limits where needed.
- Working with our partners and developers to ensure that high quality design, which supports natural surveillance and creates safe and welcoming streets and spaces is at the heart of placemaking in the borough.

- Engaging with Surrey Police to identify additional needs from the new development that could be met through developer contributions.

Healthy communities

Our communities are staying healthy for longer.
We are supporting this by:

- Working with our healthcare, voluntary and community partners to identify need for additional facilities that could be funded through developer contributions.
- Implementing policies which seek to improve residents' health and wellbeing, promote active and healthy lifestyles and tackle health inequalities.
- Supporting a range of leisure facilities to enable people to stay fit and healthy, including parks, our Green and Blue Infrastructure network, community gym equipment and leisure centres.

Enhancing local and strategic infrastructure

We are supporting this by:

- We are supporting the provision of the right infrastructure to meet our communities' changing needs and the demands of a growing population.
- Working with partners we are identifying the necessary health, educational, leisure and cultural infrastructure to meet our needs, assisted by developer contributions.

	**Our destination:** **We have supported the delivery of affordable and market housing which meets the needs of all sections of our communities by supporting the development of new homes of a variety of type, size and tenure.**

Delivering new homes

We are supporting this by:

- Allocating sites to meet our identified housing need.
- Implementing policies which provide a mix of homes for all members of our community.
- Working with colleagues and partners to promote the delivery of affordable homes that meets the needs of all our communities.

Our destination:
We provided support to our business communities to help enable them to recover, be resilient to economic challenges, be dynamic and respond to the changing economic and retail climate.

Supporting economic recovery

We analyse the needs for employment floorspace and implement and deliver policies which:

- Protect businesses premises.
- Assist future business growth and adaptation.
- Support placemaking, regeneration and development of infrastructure.
- Attract visitors to the Borough.

Our destination:
We worked with our communities and partners to minimise our effects on the environment, played our part in tackling climate change and to moved further towards a clean, green and attractive Borough and protected biodiversity.

Tackling climate change

We recognise the effects that climate change could have on our Borough. Having declared a climate emergency, we recognise the need to work with residents and businesses to achieve cleaner and greener lifestyles.
We are supporting this by:

- Ensuring Local Plan policies are in conformity with the Climate Change Strategy to require new development to incorporate measures to lower the Borough's carbon emissions.
- Working with the Environment Agency and through the Strategic Flood Risk Assessment, ensure that new development is directed to areas of lowest flood risk. Incorporating the River Thames (Flood Relief) Scheme and other flood mitigation initiatives withing the Plan.
- Conserving and enhancing our urban open spaces and Green and Blue infrastructure network, which plays a key role in the sustainable management of surface water run-off and holding floodwaters.
- Ensuring preservation of the borough's valued historic environment.
- Enhancing and extending the borough's Green and Blue Infrastructure network at all scales to deliver multiple benefits for people, wildlife and the environment.
- Mitigating the impact of the loss of Green Belt through the innovative use of Green and Blue infrastructure solutions to create high-quality space for people and wildlife, while supporting the sensitive integration of new development into the wider landscape and Green Belt.

Delivering sustainable development

We have progressed towards more sustainable communities – which manage their social, environmental, and financial resources to meet current needs, while ensuring that adequate resources are available for future generations.
We are supporting this by:

- Implementing Local Plan policies to safeguard the environment against air, noise, light and water pollution and remediating land contamination.
- Local Plan policies and allocations which support the requirement for biodiversity net gain, through partnership working and the use of Nature Recovery Strategies.
- Implementing Local Plan policies to encouraging waste prevention and promote recycling.
- Implementing Local Plan policies to promoting sustainable travel, including actively supporting improvements to public transport access to Heathrow.
- Promoting residential development that is sustainably located with access to existing services and transport hubs.
- Promoting energy efficiency for new buildings and refurbishments.

Our destination:
We delivered an efficient and effective Local Plan which provides for all sections of our communities.

Effective Service Delivery

We are supporting this by:

- Ensuring Local Plan objectives cascade from Corporate Strategy and its priorities.
- Working with partners including Surrey CC, Surrey Police, NHS to ensure the provision of services to support our borough's growing population.
- Identifying needs and communicating and collaborating with partners about the borough's planned growth.
- Ensuring the Local Plan and its requirements on developers are viable and capable of delivery.
- Implementing and monitoring Local Plan policies and enforcing against those who do not comply with the requirements.

Regularly reviewing and updating the Local Plan.

Compatibility with SA Objectives

4.2 The Local Plan objectives were tested against the Sustainability Framework to ascertain how compatible the aims for the Borough are with the principles of sustainable development. The results of the appraisal are shown in the tables below.

4.3 The following symbols have been used in the analysis:

✓	Objectives are compatible and/or enhance one another
×	Objectives incompatible and/or in conflict with one another
/	Objectives have no clear relationship
?	Relationship between objectives is mixed or uncertain

Table 9: Compatibility of Local Plan Objectives with SA Objectives

	Objective	1. Housing	2. Health	3. Flood risk	4. Land and Soil	5. Pollution	6. Biodiversity	7. Heritage	8. Open space and landscape.	9. Transport	10. Economic Development	11. Climate Change	12. Water
COMMUNITY	**Strong communities**	/	✓	/	/	✓	✓	✓	✓	✓	✓	✓	/
		The Local Plan objective seeks to work with the community and build relationships to deliver high quality place making. Participation and engagement with residents links to health and wellbeing and tackling inequalities; the aim of high quality place making links to the need to create positive environments, therefore is compatible with objectives on reducing pollution, biodiversity, heritage, open space, transport provision and economic development. Engagement with businesses and residents to deliver high quality place making is also compatible with the need to tackle climate change through the opportunity to incorporate sustainable construction and low carbon measures.											
	Safe communities	/	✓	✓	/	✓	/	/	✓	✓	✓	/	/
		The 'Safe Communities' objective seeks to create safe places for the community. As such, this is compatible with the Objective 2 (Health) of the SA Framework. This is also compatible with the objective of reducing flood risk to ensure that residents are safe from flooding, as well as safe from pollution (objective 5). The desire for safe open spaces that meet community needs also makes this compatible with objective 8. Safer roads and new pedestrian/cycle facilities also make this objective compatible with objective 9 of the SA Framework. A safe environment is also likely to encourage visitors and businesses to the borough, thus making this compatible with objective 10 on economic development.											

	Objective	1. Housing	2. Health	3. Flood risk	4. Land and Soil	5. Pollution	6. Biodiversity	7. Heritage	8. Open space and landscape.	9. Transport	10. Economic Development	11. Climate Change	12. Water
	Healthy communities	/	✓	/	/	✓	✓	/	✓	✓	✓	/	/
		The Local Plan objective for 'Healthy Communities' has strong compatibility with SA Objective 2 (Health) as both seek improvements to Health for the community. There are also links with SA Objective 5 (pollution) as reducing pollution will help to enable communities to stay healthy for longer. The Local Plan objective also seeks to provide green and blue infrastructure therefore links to biodiversity indicate that this is compatible with SA objective 6 (biodiversity). Similarly, the provision of leisure facilities including open space is compatible with SA Objective 7 (open space). The promotion of health lifestyles is also compatible with SA Objective 9 (transport) as this will lead to improved cycling and walking infrastructure and reduced congestion. Developer contributions will help to fund local community facilities which in turn are expected to positively impact the local economy (SA objective 10).											
	Enhancing local and strategic infrastructure	/	✓	/	/	✓	✓	/	✓	✓	✓	/	/
		This objective seeks to provide infrastructure and as such is compatible with SA Objective 2 (Health) as is likely to bring about improved healthcare services. Transport infrastructure provision will also be compatible with SA Objective 5 and 9 (pollution and transport respectively) as this is likely to bring about healthier modes of travel and reduced congestion. Green and Blue infrastructure provision will also be compatible with Objective 6 (biodiversity) as will likely lead to improved habitats. Leisure infrastructure provision is compatible with SA Objective 7 (open space) with improved provision. The objective of delivering different types of infrastructure is likely to bring about employment opportunities and thus is compatible with SA Objective 10 (economic development).											
AFFORDABLE HOUSING	**Delivering new homes**	✓	✓	×	?	×	×	/	×	✓	✓	?	?
		This objective seeks to deliver new homes and as such is compatible with SA Objectives 1 and 2 which seek housing to meet needs and this in turn will bring about positive impacts on health and wellbeing and reduce inequalities. The delivery of housing is likely to be incompatible with Objective 3 (Flood Risk) as additional development will reduce the amount of permeable land whilst also introducing more vulnerable uses into areas at risk of flooding. There is uncertainty about the impacts on land use (SA Objective 4) as this is dependent on how schemes are implemented. Growth and development will likely increase carbon emissions and air											

	Objective	1. Housing	2. Health	3. Flood risk	4. Land and Soil	5. Pollution	6. Biodiversity	7. Heritage	8. Open space and landscape.	9. Transport	10. Economic Development	11. Climate Change	12. Water
		pollution. However, it is considered that with adequate policies and mitigation, these aspects of the natural environment can by managed efficiently. Development pressures for housing have potential to threaten biodiversity, open spaces and green infrastructure however suitable management plans, layout and adhering to Local Plan policies will help to reduce adverse impacts. The provision of new housing is likely to encourage more sustainable transport links between settlements, whilst construction will boost the local economy. Impacts on water (SA Objective 12) are uncertain and will be informed by how schemes are implemented. The incorporation of water efficiency measures will help to positively impact water usage.												
RECOVERY	**Supporting economic recovery**	/	✓	/	/	/	/	/	/	✓	✓	?	?
		This Local Plan Objective is compatible with SA Objective 2 (Health) as placemaking, regeneration and development of infrastructure is supported which in turn can be expected to improve health and wellbeing of the community. The support for infrastructure provision outlined in this policy is also compatible with SA Objective 9 (transport) as improved infrastructure for businesses will also lead to improved transport infrastructure more widely and reduce congestion/car use. Support for economic recovery is also compatible with SA Objective 10 (economic development) as both aspire to improve employment and business support. It is uncertain as to how economic recovery will impact resource use - whilst there may be the opportunity to incorporate low emissions measures and carbon reduction, there may also be an increase in resource use. Similarly, impacts on water (SA Objective 12) are uncertain and will be informed by how schemes are implemented. The incorporation of water efficiency measures will help to positively impact water usage.												
ENVIRONMENT	**Tackling climate change**	?	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
		It is uncertain as to how SA Objective 1 (housing) will impact this Local Plan objective. The provision of housing may result in more emissions however this is dependent on how schemes are implemented. This objective also seeks to direct areas to lowest flood risk areas however much of Spelthorne is at risk of flooding. The greener lifestyles supported in this Local Plan objective make this compatible with SA Objective 2 (Health). This Local Plan objective is also compatible with the following SA objectives as they both have similar environmental aspirations: Objective 3 (flood risk), Objective 4 (land use), Objective 5 (pollution), Objective 6 (biodiversity). This objective also seeks to conserve the												

	Objective	1. Housing	2. Health	3. Flood risk	4. Land and Soil	5. Pollution	6. Biodiversity	7. Heritage	8. Open space and landscape.	9. Transport	10. Economic Development	11. Climate Change	12. Water
		historic environment therefore is compatible with SA Objective 7 (heritage), along with SA Objective 8 (open space) as it seeks to enhance the borough's open spaces. There is also compatibility with SA Objective 9 (transport) as greener lifestyles will lead to a reduction in car use and congestion. It is also compatible with SA Objective 10 (economic development) as the Local Plan objective references businesses and wider benefits for the community which will in turn likely encourage economic activity. SA objective 11 seeks to tackle climate change therefore there is direct compatibility.											
	Delivering sustainable development	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
		This Local Plan Objective seeks more sustainable communities meaning is it compatible with the SA objectives. SA Objective 1 (housing) is compatible as will meet current and future housing needs. The provision of resources for the community and suitable housing is compatible with SA Objective 2 (health). Safeguarding the environment means this objective is compatible with the following SA Objectives: 3 (flood risk), 4 (land use), 5 (pollution), 6 (biodiversity), 12 (water). Sustainable communities will also be compatible with the objective of heritage (7), whilst meeting community needs will also positively impact objective 8 (open space provision). This Local Plan objective supports the promotion of sustainable travel therefore is compatible with SA objective 9 (transport). Sustainable development and access to sustainable employment options will also be compatible with SA objective 10 (economic development). Sustainable development will also help to tackle climate change and thus is compatible with SA objective 11.											
SERVICE DELIVERY	**Effective service delivery**	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
		This Local Plan objective seeks to provide for all sections of the community, and the requirement for developments to be viable will support housing provision (SA objective 1). Ensuring service delivery will help health infrastructure provision (SA objective 2). Further work with partners will also help to deliver open space (SA objective 8) and transport options (SA objective 9). There is also compatibility with SA objective 10 (economic development) owing to the services that will support the growing population which in turn will generate income and employment. Providing for all sections of the community includes businesses within Spelthorne. The implementation of Local Plan policies as outlined in this objective is compatible with the following SA objectives as they seek to improve the position for each: 3 (flood risk), 4 (land use), 5											

	Objective	1. Housing	2. Health	3. Flood risk	4. Land and Soil	5. Pollution	6. Biodiversity	7. Heritage	8. Open space and landscape.	9. Transport	10. Economic Development	11. Climate Change	12. Water
		(pollution), 6 (biodiversity), 7 (historic environment), 8 (landscape) and (12 (water). Implementing policies will also address Climate Change (SA objective 11) as this is a key requirement.											

Scoring of the Local Plan Objectives

4.4 A further layer of analysis has been undertaken to score the Local Plan Objectives against the SA objectives.

Table 10: Scoring of the Local Plan Objectives Against the SA Objectives

	Objective		1. Housing	2. Health	3. Flood risk	4. Land and Soil	5. Pollution	6. Biodiversity	7. Heritage	8. Open space and landscape.	9. Transport	10. Economic Dev.	11. Climate Change	12. Water
COMMUNITY	Strong communities	Local Impacts	0	+	0	0	+	+	+	+	+	+	0	0
		Transboundary Impacts	0	0	0	0	0	0	0	0	0	0	0	0
		Short term	0	+	0	0	0	0	0	0	+	+	0	0
		Medium Term	0	+	0	0	0	+	+	+	+	+	0	0
		Long Term	0	+	0	0	+	+	+	+	+	+	0	0
		Cumulative & secondary	0	+	0	0	+	+	+	+	+	+	0	0
		Commentary/explanation	The objective aims to deliver high quality place making with amenities and services - this can be expected to boost health and wellbeing. The engagement with all will help to improve equalities across the borough. High quality place making will also contribute toward a safe and secure built environment and reduce crime. The provision of high-quality place making will provide the opportunity for healthy lifestyles which in turn will help to address pollution, as well as sustainable construction and development, particularly in the long term. High quality place making is likely to improve and support local biodiversity. High quality place making is likely to improve and support local character, as well as enhance the historic environment. High quality place making is likely to improve and enhance access to open space provision for all. Positive impacts expected through high quality place making with active travel links. By engaging with local businesses, positive impacts are expected on the economy. This is likely to promote/ enhance the viability, vitality and attractiveness of town or local centres.										
		Local Impacts	0	+	0	0	0	0	0	+	+	+	0	0

	Objective		1. Housing	2. Health	3. Flood risk	4. Land and Soil	5. Pollution	6. Biodiversity	7. Heritage	8. Open space and landscape.	9. Transport	10. Economic Dev.	11. Climate Change	12. Water
	Safe communities	Transboundary Impacts	0	0	0	0	0	0	0	0	0	0	0	0
		Short term	0	+	0	0	0	0	0	0	+	+	0	0
		Medium Term	0	+	0	0	0	0	0	+	+	+	0	0
		Long Term	0	+	0	0	0	0	0	+	+	+	0	0
		Cumulative & secondary	0	+	0	0	+	0	0	+	+	+	0	0
		Commentary/explanation	Working with relevant partners to deliver safe developments and communities will bring about positive impacts on health. High quality design will help to address crime and fear of crime, as well as engagement with Surrey Police. Largely neutral impacts expected. Across the borough more widely, the accumulation of sustainable and safe developments will likely reduce car use and in turn pollution levels. The safe provision of open space will enhance the quality and have positive impacts on open space provision. This objective seeks to improve road safety, particularly for pedestrians and cyclists, with the delivery of new cycle and walking facilities. Improved safety is likely to encourage businesses to have a presence in the borough and also attract local visitors, which in turn will boost the local economy.										
	Healthy communities	Local Impacts	0	++	0	0	+	+	0	+	+	+	0	0
		Transboundary Impacts	0	0	0	0	0	0	0	0	0	0	0	0
		Short term	0	++	0	0	+	+	0	+	+	+	0	0
		Medium Term	0	++	0	0	+	+	0	+	+	+	0	0
		Long Term	0	++	0	0	+	+	0	+	+	+	0	0
		Cumulative & secondary	0	++	0	0	+	+	0	+	+	+	0	0
		Commentary/explanation	The provision of new healthcare and leisure facilities, as well as the promotion of healthy lifestyles will have significant positive impacts. This will also help to address inequalities. The improvement of health and leisure facilities, as well as active lifestyles can be expected to reduce car use and in turn pollution. This objective seeks to provide leisure facilities including open space and parks, as well as blue and green infrastructure which are expected to positively impact open space provision and landscape character. The encouragement of active and healthy lifestyles will bring about more sustainable modes of travel which will reduce the need to travel by car. More widely, this will reduce congestion. Developer contributions will help to fund local community facilities which in turn are expected to positively impact the local economy.										
	Enhancing local and	Local Impacts	0	+	0	0	+	+	0	+	0	+	0	0
		Transboundary Impacts	0	0	0	0	0	0	0	0	0	0	0	0

	Objective		1. Housing	2. Health	3. Flood risk	4. Land and Soil	5. Pollution	6. Biodiversity	7. Heritage	8. Open space and landscape.	9. Transport	10. Economic Dev.	11. Climate Change	12. Water
	strategic infrastructure	Short term	0	+	0	0	+	+	0	+	0	+	0	0
		Medium Term	0	+	0	0	+	+	0	+	0	+	0	0
		Long Term	0	++	0	0	+	+	0	+	0	+	0	0
		Cumulative & secondary	0	++	0	0	+	+	0	+	0	+	0	0
		Commentary/explanation	The provision of infrastructure could be expected to improve health and wellbeing of the community. The provision of health infrastructure and supporting uses more widely can be expected to boost active lifestyles and in turn reduce car use and pollution. This objective seeks to improve infrastructure, including blue and green, which in turn will have positive impacts on biodiversity. The provision of infrastructure, including green and blue, can be expected to positively impact open space provision and landscape character. The delivery of infrastructure and the associated services will provide employment opportunities which in turn will boost the local economy.											
AFFORDABLE HOUSING	**Delivering new homes**	Local Impacts	++	+	?	?	?	0	0	0	0	?	0	0
		Transboundary Impacts	0	0	?	?	?	0	0	0	0	?	0	0
		Short term	++	+	?	?	?	0	0	0	0	?	0	0
		Medium Term	++	+	?	?	?	0	0	0	0	?	0	0
		Long Term	++	+	?	?	?	0	0	0	0	?	0	0
		Cumulative & secondary	++	+	?	?	?	0	0	0	0	?	0	0
		Commentary/explanation	This objective aims to meet our housing need in full and also address the specific needs of the community. The provision of housing can be expected to boost health and wellbeing, particularly if specific needs are to be met and the provision of affordable homes. This will also reduce inequalities. Impacts on the environmental objectives are somewhat uncertain/unknown as the flood risk, pollution and land use impacts are dependent upon the specific scheme proposals and associated layout. Whilst the majority of sites are urban PDL and provide the opportunity for remediation, a number of sites are greenfield land. Impacts are dependent upon how schemes will be implemented. Positive impacts are expected through the delivery of housing and the knock on effects on the housebuilding industry which in turn can be expected to boost the local economy more widely however there are uncertainties regarding the provision of housing versus the competing development needs of other economic uses.											

	Objective		1. Housing	2. Health	3. Flood risk	4. Land and Soil	5. Pollution	6. Biodiversity	7. Heritage	8. Open space and landscape.	9. Transport	10. Economic Dev.	11. Climate Change	12. Water
RECOVERY	**Supporting economic recovery**	Local Impacts	0	+	0	0	0	+	0	+	0	++	0	0
		Transboundary Impacts	0	0	0	0	0	0	0	0	0	0	0	0
		Short term	0	+	0	0	0	+	0	+	0	++	0	0
		Medium Term	0	+	0	0	0	+	0	+	0	++	0	0
		Long Term	0	+	0	0	0	+	0	+	0	++	0	0
		Cumulative & secondary	0	+	0	0	0	+	0	+	0	++	0	0
		Commentary/explanation	This objective supports placemaking, regeneration and development of infrastructure which in turn can be expected to improve health and wellbeing of the community. This objective seeks to improve infrastructure, including blue and green, which in turn will have positive impacts on biodiversity. The provision of infrastructure, including green and blue, can be expected to positively impact open space provision. The support for place making can also be expected to positively impact landscape character. This objective seeks to protect business premises and support future growth. Significant positive impacts can be expected.											
ENVIRONMENT	**Tackling climate change**	Local Impacts	0	+	+	+	+	+	+	+	+	0	+	+
		Transboundary Impacts	0	0	+	0	0	+	0	0	0	0	0	0
		Short term	0	+	+	+	+	+	+	+	+	0	+	+
		Medium Term	0	+	+	+	+	+	+	+	+	0	+	+
		Long Term	0	+	+	+	+	+	+	+	+	0	+	+
		Cumulative & secondary	0	+	+	+	+	+	+	+	+	0	+	+
		Commentary/explanation	Enhancing and extending the borough's Green and Blue Infrastructure network at all scales to deliver multiple benefits for people will bring about positive health and wellbeing impacts. The measures set out in this objective will be expected to positively impact on flood risk in Spelthorne and also more widely. This objective seeks to mitigate the impact of the loss of greenfield land through the provision of green and blue infrastructure. This objective seeks to ensure that the Local Plan policies are in conformity with the Climate Change Strategy which requires new development to incorporate measures to lower the Borough's carbon emissions. This in turn can be expected to reduce pollution. This objective through the enhancement and extension of the borough's Green and Blue Infrastructure network at all scales will deliver multiple benefits for wildlife and the environment. This will also help to mitigate the loss of greenfield land and the associated biodiversity impacts. This objective seeks the preservation of the borough's valued historic environment. This objective seeks to conserve and enhance the											

	Objective		1. Housing	2. Health	3. Flood risk	4. Land and Soil	5. Pollution	6. Biodiversity	7. Heritage	8. Open space and landscape.	9. Transport	10. Economic Dev.	11. Climate Change	12. Water
			urban open spaces and Green and Blue infrastructure network. This objective seeks to promote sustainable travel options through greener and cleaner lifestyles, which could reduce car use and congestion. This also requires new development to incorporate measures to lower the Borough's carbon emissions which in turn is likely to promote more sustainable travel options. Green and blue infrastructure enhancements will also support sustainable travel. This objective seeks to promote greener and cleaner lifestyles which could reduce resource use. This also requires new development to incorporate measures to lower the Borough's carbon emissions which in turn is likely to move to a low carbon economy. Green and blue infrastructure enhancements will also help to address climate change impacts. The enhancement of the green and blue infrastructure network can be expected to protect and improve the quality of water sources.											
	Delivering sustainable development	Local Impacts	+	+	0	+	+	+	0	0	+	+	0	0
		Transboundary Impacts	0	0	0	0	0	+	0	0	+	+	0	0
		Short term	+	+	0	+	+	+	0	0	+	+	0	0
		Medium Term	+	+	0	+	+	+	0	0	+	+	0	0
		Long Term	+	+	0	+	+	+	0	0	+	+	0	0
		Cumulative & secondary	+	+	0	+	+	+	0	0	+	+	0	0
		Commentary/explanation	This objective seeks to provide a sustainable community and meet needs. This objective seeks to provide a sustainable community and also encourages sustainable travel which will bring about positive health and wellbeing impacts. This seeks to safeguard the environment and remediate land contamination. This seeks to safeguard the environment against air, noise, light and water pollution. This supports the requirement for biodiversity net gain, through partnership working and the use of Nature Recovery Strategies. This supports the promotion of sustainable travel, including actively supporting improvements to public transport access to Heathrow. Improved access to Heathrow could bring about positive impacts on access to sustainable employment options. This objective promotes energy efficiency for new buildings and refurbishments. The objective encourages waste prevention and promotes recycling.											
SERVICE DELIVERY	**Effective service delivery**	Local Impacts	+	+	0	0	0	0	0	+	+	+	0	0
		Transboundary Impacts	0	0	0	0	0	0	0	0	0	0	0	0
		Short term	+	+	0	0	0	0	0	+	+	+	0	0
		Medium Term	+	+	0	0	0	0	0	+	+	+	0	0
		Long Term	+	+	0	0	0	0	0	+	+	+	0	0

	Objective		1. Housing	2. Health	3. Flood risk	4. Land and Soil	5. Pollution	6. Biodiversity	7. Heritage	8. Open space and landscape.	9. Transport	10. Economic Dev.	11. Climate Change	12. Water
		Cumulative & secondary	+	+	0	0	0	0	0	+	+	+	0	0
		Commentary/explanation	This objective aims to meet community needs and also ensure that developments are viable. This objective seeks to work with partners to delivery services and meet needs which in turn will bring about positive impacts on health and wellbeing. By ensuring that needs are met through the local plan, open space provision is likely to be positively impacted. This objective seeks engagement with partners, including Surrey CC, to deliver the relevant infrastructure, including active and sustainable travel networks. The delivery of infrastructure and the associated services through planned growth will provide employment opportunities which in turn will boost the local economy.											

Uncertainties/Tensions between Objectives

4.5 The above assessment at Table 10 demonstrates that the implementation of the objectives for the Local Plan are generally positively compatible with the SA objectives.

4.6 There are sometimes instances, where there are uncertainties or even potential tensions amongst objectives. The key areas where this might arise are:

4.7 The ‘Community’ Local Plan objectives are considered to be broadly compatible with the SA Objectives as seek to improve the health and wellbeing of the community which has knock on effects on the environment.

4.8 The ‘Affordable Housing’ Local Plan objective is considered to partly be compatible with the SA Objectives. As it seeks to delivery new homes, it is compatible with SA Objectives 1 (Housing) and 2 (Health) however the level of housing to be delivered through the Local Plan to meet needs in full may negatively impact the environment due to the amount of land take and pressure on natural resources as follows:

4.9 The need for additional resources and potential for increased pollution: New development will inevitably result in the consumption of additional natural resources, in particular energy, building materials and water. Sustainable design and construction should therefore be continued to be promoted. There will be a need to ensure that new development is energy and water efficient and that lower carbon energy sources are used wherever feasible. There should be an analysis of the feasibility of Decentralised Energy Networks and small scale renewable energy generation is encouraged where possible. In addition, in all redevelopment areas and proposal sites every attempt should be made to retain existing buildings where this is considered to be the most sustainable option, or at least, building materials should be re-used on the site.

4.10 The natural environment: Development in certain parts of the borough could have adverse impacts on the natural environment, such as on the biodiversity of rivers as well as on the biodiversity of sites designated for nature conservation purposes.

Impacts could include pollution from water run-off, sewerage and direct disturbance of habitats. There is likely to be increased visitor and recreational pressure on designated and sensitive sites. Due to the constrained nature of Spelthorne Borough, development is to be directed to areas at risk of flooding therefore will introduce a more vulnerable use and will also reduce the amount of permeable land. The potential for impacts and the need to avoid harm to habitats and species is recognised in the Local Plan, as well as the need to suitable flood risk mitigation.

4.11 Provision of housing (including affordable housing) versus the need for protection of uses appropriate in centres, employment land and other social infrastructure: The national shortage in housing, particularly affordable housing, puts increasing pressure on redeveloping vacant or existing sites for residential uses. The re-use of land and premises for housing and mixed use development may be appropriate in circumstances where there is an oversupply of employment land or if sites are no longer appropriate for such uses. However, the priority for building new homes can lead to pressure for re-using existing employment sites or uses appropriate in centres even when they are in active use. This premature loss of sites can be harmful to the local economy, lead to a loss of local employment, force out businesses and create pressure for development in unsuitable locations that may also increase the need to travel. The need for local employment that is suited to the skills of the local workforce as well as the needs for local services and other uses appropriate in centres needs to be balanced with the need to provide housing, including affordable housing. There is also a need to ensure that growth and new housing is accommodated in a sustainable way. Therefore, Local Plan policies should ensure that the infrastructure requirements of new developments are fully considered. The Local Plan considers the capacity within the existing infrastructure, and whether new infrastructure is needed, particularly in relation to transport, utilities and social infrastructure including schools and GP surgeries, all of which need to be delivered alongside new housing development.

4.12 It is however considered that with adequate policies and mitigation, impacts on the natural environment can be overcome and suitably protected. Suitable management plans, layout and adhering to Local Plan policies will help to reduce adverse impacts. The provision of new housing is likely to encourage more sustainable transport links between settlements and encourage healthier lifestyles to in turn reduce pollution. The incorporation of sustainable construction plans and sustainability measures within schemes, as well as water efficiency measures will help to positively impact Objectives 11 and 12.

4.13 The ‘Recovery’ Local Plan policy is considered to be compatible with the SA Objectives as seeks to promote economic recovery and improve the prosperity of Spelthorne. As such positive impacts on Health and Economic Development are expected. Impacts on the environment are largely limited. It is uncertain as to how economic recovery will impact resource use. Whilst there may be the opportunity to incorporate low emissions measures and carbon reduction, there may also be an increase in resource use as sites grow. Similarly, impacts on water (SA Objective 12) are uncertain and will be informed by how schemes are implemented. The incorporation of water efficiency measures will help to positively impact water usage.

4.14 The ‘Environment’ Local Plan objectives are compatible with the SA Objectives but there is some uncertainty as to how the need to tackle Climate Change will impact housing provision as protection of the environment and minimising energy use may

result in land being protected from development. The Local Plan has identified allocation sites in suitable sustainable locations to encourage sustainable travel and to minimise the impact on the environment.

4.15 The ‘Service Delivery’ Local Plan objective is considered to be compatible with the SA Objectives as seeks to provide for all aspects of the community whilst strengthening environmental protection. Enabling the required infrastructure this objective is expected to facilitate sustainable growth socially, environmentally and environmentally.

Difficulties

4.16 Appraising the Local Plan objectives against the Sustainability Framework – Although the objectives for the Draft Local Plan are generally considered to be broadly compatible with the SA objectives, the appraisal process highlighted some uncertainties. The very broad objectives identified for the Local Plan limited opportunities for a more detailed appraisal of compatibility of the aims for the Borough against the SA Objectives to be undertaken during the process.

4.17 Uncertainty over implementation and outcomes in practice – Due to the very broad nature of the Local Plan objectives proposed, the main difficulty was with how the objectives will be implemented in practice to achieve the Borough’s aims whilst fully and actively complying with the sustainability considerations.

5. Testing the Policies of the Local Plan

Development of Policy Options

Alternatives

5.1 Once the Local Plan Strategy had been established, policy options were developed at the Preferred Options stage to guide development in the Borough. The Preferred Options Sustainability Appraisal[18] provides detail on the scoring of alternative policy options, outlines the reasoning behind the scoring and identifies which option was chosen to be taken forward, as well as the reasons for rejecting the alternative approaches. This is built upon in the Officer Site Assessments which includes SA within a wider assessment of sites to determine their suitability for development and allocation in the Local Plan[19].

5.2 The Preferred Options Sustainability Appraisal assessed the impacts against the SA Framework to highlight any potential adverse impacts as well as any positive impacts. The SA then provided a set of policy improvements and mitigation measures that could be incorporated into the next iteration of the Local Plan policies to reduce negative impacts and also enhance any positive effects. Table 11 sets out these measures and identifies where they have been incorporated in the latest version of the plan.

Table 11: Preferred Options SA Recommendations

Policy	Regulation 18 Recommendations	Has this been taken into account at Regulation 19 Stage?
ST1: Presumption in Favour of Sustainable Development	This policy will succeed in securing more opportunities for achieving Sustainable Development if it incorporates guidance on how local circumstances will be considered in the policy's implementation.	Yes - The policy requires that proposals accord with policies in the Local Plan, thus taking into account local circumstances and requirements for sustainable development.
ST2: Planning for the Borough – Spatial Development Strategy	The policy should not just refer to the overall proposed levels of development but also to social, economic, and environmental objectives and aspirations for the Borough that would help deliver the plan's vision.	Yes - The policy has been amended to refer to social, economic and environmental requirements, including housing need, employment floorspace and climate change and biodiversity net gain.
SP1: Staines-upon-Thames	The policy should refer to the need for the Council to adopt high level proposals for managing surface water run-off to reduce flood risk. The policy could be more aspirational in terms of sustainable modes of transport, seeking not	Yes – Flood risk management has been incorporated into the policy. The Staines Development Framework makes reference to flood risk. The policy and its Reasoned Justification refer to sustainable

[18] https://www.spelthorne.gov.uk/media/23791/Sustainability-Appraisal-of-Spelthorne-Local-Plan-Preferred-Options-Consultation/pdf/Sustainability_Appraisal_Preferred_Options_Final_Report.pdf?m=637483796499930000

[19] https://www.spelthorne.gov.uk/media/21630/Preferred-Site-Allocations-Officer-Site-Assessments/pdf/Preferred_Officer_assessments_document.pdf?m=637081247708430000 and https://www.spelthorne.gov.uk/media/21631/Rejected-Site-Allocations-Officer-Site-Assessments/pdf/Rejected_Officer_assessments_document1.pdf?m=637081301680370000

Policy	Regulation 18 Recommendations	Has this been taken into account at Regulation 19 Stage?
	just to 'support' but 'require' such schemes.	transport. The SDF makes reference to improving transport
SP2: Ashford, Shepperton and Sunbury Cross	The policy wording could be amended to incorporate supporting text on flood risk mitigation, such as overtly stating that development sites should minimise surface water run-off and help protect water quality. The policy could be further strengthened if the supporting text also states that where applicable, when exploring opportunities for securing biodiversity net gain, an estimate of the element of enhancement should be specified.	Yes - The Reasoned Justification refers to the need for all necessary infrastructure to mitigate the impacts. This includes flood risk and biodiversity provision.
SP3: Stanwell and Stanwell Moor	The policy should specifically refer to mitigation and compensation measures that would secure the best environmental gain should the Heathrow expansion materialise.	Since the Reg 18 consultation, the possible expansion of Heathrow Airport has become less certain and progress has paused. The policy refers to support for environmental benefits, watercourse enhancement and improved connectivity with Heathrow Airport therefore no further changes are required. The policy will be reviewed should the expansion gains more certainty.
SP4: Colne Valley Park	This policy should specify that surveys will be required if development within the park amounts to changes to biodiversity areas or designations and recreational facilities. The policy could be further strengthened if the supporting text also specifies that where applicable, when exploring opportunities for securing biodiversity net gain, an estimate of the element of enhancement or net gain should be specified.	Yes – the policy has been amended to require appropriate surveys to be undertaken should development in the park impact biodiversity or recreation. Biodiversity net gain has become a standard planning requirement and this has been incorporated into policy E6
SP5: River Thames and its tributaries	The supporting text on the River Thames Scheme could be further strengthened by requiring development along the proposed route to include measures to facilitate the scheme and to not cause/exacerbate flood risk elsewhere. Also, the Policy could emphasize that flood risk assessments need to be integrated with the work being carried out on the River Thames Scheme by the Environment Agency to minimise this risk.	Yes – The supporting policy text has been updated to support the River Thames Scheme and facilitate its implementation.

Policy	Regulation 18 Recommendations	Has this been taken into account at Regulation 19 Stage?
SP6: Heathrow Airport	The Policy could be more ambitious in its efforts to boost the plan's environmental objectives. The Policy should refer to ecological off-setting and mitigation measures given the scale of the expansion. The Policy should aspire to achieve some degree of biodiversity net gain by specifying an estimate of the element of enhancement or net gain.	Yes - The policy now refers to biodiversity net gain and environmental mitigation measures.
H1: Homes for All	The policy could be more aspirational in addressing health and wellbeing issues. The policy should recognise the importance of promoting healthy lifestyles and reducing inequalities in the provision of housing.	Yes – the policy has been strengthened as text has been added to encourage sustainable development and mixed communities. RJ updated to refer to the importance of homes for all and opportunities to reduce inequalities/improve affordability.
H2: Affordable Housing	The policy could be more aspirational, particularly for Green Belt sites. The Policy wording should be amended to take account of the environmental and economic objectives of the plan.	Yes – the policy has been amended to require 50% affordable housing on greenfield sites. The policy now also includes a review mechanism to maximise affordable housing provision and seek additional funds where they become available.
H3: Gypsy, Traveller and Travelling Showpeople Pitches and Plots	No specific improvements to policy identified.	No change
E1: Green Belt	No specific improvements to policy identified.	No change
E2: Managing Flood Risk	To manage surface water run-off rates, the policy could specify that the Council will require greater detail, including Flood Risk Assessments, GIS shapefiles of alignments and mitigation measures and the applicant must inform the Council of when, how and where these processes and structures will be managed, implemented and enforced. The Policy could also specify that each proposal under consideration will require a full analysis to demonstrate that the option chosen has the lowest risk, best environmental gain and overall balances cost or disruption with mitigated impact.	Yes - The policy now refers to the sequential and exceptions tests to help ensure the least at risk areas are identified. The policy identifies the need for flood risk assessments and appropriate mitigation to reduce risks.

Policy	Regulation 18 Recommendations	Has this been taken into account at Regulation 19 Stage?
E3: Environmental Protection	The policy could be enhanced to set higher air quality standards. Specific reference to addressing local pollution hotspots will help to mitigate adverse impacts. The policy could be more aspirational and seek air quality improvements rather than air neutrality.	Yes - The policy now includes a more extensive list of developments that will require an air quality assessment and mitigation. Future developments should be sustainable from an air quality perspective.
E4: Green and Blue Infrastructure	To ensure that infrastructure is planned in an integrated manner, this policy should ensure that individual sites are linked together through a strategic approach to infrastructure provision.	The policy now refers to the need to contribute to the provision and enhancement of the wider green infrastructure network at an appropriate scale. It also requires contribution to the blue infrastructure network where appropriate. The policy has been separated with a separate policy now for biodiversity, allowing more detail on Green and Blue Infrastructure requirements here.
E5: Open Space	The policy could seek to ensure that any adverse impacts on local biodiversity as a result of open space provision are addressed.	Yes - Biodiversity net gain is now a national requirement and has been taken into account through policy E6. This will be a key requirement and will address any biodiversity impacts associated with open space provision.
E6: Biodiversity	No specific improvements to policy identified.	No change. New policy created to strengthen biodiversity impacts.
EC1: Meeting Employment Needs	The policy should refer to measures to enhance the environment through economic development. A requirement for employment-based development to meet excellent sustainability standards should also be referenced in this policy.	The policy now refers to the innovative re-use of land which is likely to result in an efficient use of land and avoid negative impacts on the wider environment. The policy has been strengthened to incorporate sustainability measures in economic development of a high standard.
EC2: Retail	The policy could be ambitious in its efforts to mitigate environmental pollution and flood risk, and changes to biodiversity and landscape character alongside meeting the identified retail needs within the Borough.	Yes - Character, scale and design of schemes now included in the policy as a key factor which extends to the impacts on the wider environment.
EC3: Local Centres, Shopping Parades and Isolated Retail Units	To avoid ambiguity, this policy should identify some site-specific policy requirements to improve the relationship between shopping areas and the wider environment. The policy requirements should guide developments in responding appropriately to an area's landscape and character setting	Yes - The policy makes reference to opportunities for improving the relationship between the shopping area and its connection to the wider local environment including public realm and landscaping.

Policy	Regulation 18 Recommendations	Has this been taken into account at Regulation 19 Stage?
EC4: Leisure and Culture	The policy should go above and beyond its thresholds to offer opportunities for housing alongside town centre uses, where appropriate, over time. The Policy wording should be revised to take account of the environmental objectives of the plan.	Yes - The policy now refers to the natural environment and its importance for the community. Housing provision is captured in other policies with more explicit recommendations and detail to ensure its sustainability.
DS1: Place Shaping	To make this policy more deliverable, the policy wording should refer to a minimum density in design to boost housing supply. The policy should also reflect on the benefits of the 'secured by design' initiative.	Yes - Secured by design standards incorporated into the policy. The policy does not include specific dwellings per hectare requirements as this is not the only measure of density, mass and built form. The policy does identify the need to pay regard to local character and take account of the local circumstances to ensure development makes a positive contribution to the wider area and an efficient use of land.
DS2: Responding to the climate emergency	To increase requirements and tests to boost Climate Change measures, this policy should consider a Sustainability Statement for Climate Change mitigation as a requirement for development. The measures should set out how development proposals intend to use resources such as land, energy, water and waste efficiently.	Yes - The policy refers to sustainability and energy statements that should set out a level of detail proportionate to the scale of development. The policy has been refocused to ensure that tackling climate change is at its core. The policy identifies requirements to help respond to the climate emergency and mitigation measures.
DS3: Heritage Conservation and Landscape	No specific improvements to policy identified.	No changes.
ID1: Infrastructure and Delivery	This policy could be more aspirational in seeking to increase sustainable modes of travel and reducing private vehicle use.	Yes - The policy has been strengthened to ensure that development mitigates its impacts on infrastructure, including transport. Ensuring capacity and future proofing infrastructure has now been included, with strong links to sustainable and active travel.
ID2: Sustainable Transport for New Developments	A requirement for a Health Impact Assessment for large transport schemes should be reflected in this policy. Employment-based development should seek to meet excellent sustainability standards for travel, including where there are connections to Heathrow.	Yes - The policy has been updated to strengthen its requirement for transport assessments for major development, including employment schemes. This now refers to lower emissions options. The policy has been amended to require health impacts to be assessed for major transport schemes.

5.3 Following the Preferred Options stage, the chosen policy options were refined in order to improve their sustainability performance. Each policy proposed in the Draft Spelthorne Local Plan has been assessed for its likely effects on each SA Objective

in Appendix A. This sets out the full Sustainability Appraisal of each policy. Table 12 below provides a summary of the scoring, identifying the local impacts anticipated. The policies are designed to conform with the Spelthorne Local plan strategy and objectives and SA Framework. The assessments of the proposed policies identified largely positive sustainability effects. Where adverse effects were identified, recommendations for mitigation measures were made. Where policies could potentially have a greater positive impact on an SA Objective, recommendations for improving a policy's impact or maximising its positive impact were made. Overall, the range of policies would be expected to help ensure that development in Spelthorne over the Plan period is environmentally, socially and economically sustainable.

Table 12: Summary of SA Scoring of Policies (Local Impacts)

Policy	1. Housing	2. Health	3. Flood risk	4. Land and Soil	5. Pollution	6. Biodiversity	7. Heritage	8. Open space and landscape.	9. Transport	10. Economic Dev.	11. Climate Change	12. Water
ST1: Presumption in Favour of Sustainable Development	+	+	+	+	+	+	+	+	+	+	+	+
ST2: Planning for the Borough – Spatial Development Strategy	+	+	-	+	?	0	0	0	+	+	?	?
SP1: Staines-upon-Thames	+	+	0	+	0	+	+	+	+	+	+	?
SP2: Ashford, Shepperton and Sunbury Cross	+	+	0	+	0	+	+	+	+	+	+	?
SP3: Stanwell and Stanwell Moor	+	+	0	0	0	+	+	+	+	+	+	?
SP4: Colne Valley Park	0	+	0	0	0	+	+	+	0	+	0	0
SP5: River Thames and its tributaries	0	+	+	0	0	+	+	+	+	+	0	0
SP6: Heathrow Airport	0	?	?	-	-	?	?	?	?	+	-	?
H1: Homes for All	++	+	0	+	0	0	0	0	0	+	0	0
H2: Affordable Housing	+	+	0	0	0	0	0	0	0	0	0	0
H3: Gypsy, Traveller and Travelling Showpeople Pitches and Plots	++	+	0	0	0	0	0	-	0	0	0	0
E1: Green Belt	0	0	0	0	0	0	0	+	0	0	0	0
E2: Managing Flood Risk	0	+	+	0	0	+	0	+	0	+	+	+

E3: Environmental Protection	0	+	+	+	+	+	0	+	0	0	+	+
E4: Green and Blue Infrastructure	0	+	0	+	+	++	0	+	0	0	+	+
E5: Open Space	0	+	0	?	0	?	0	++	+	0	0	0
E6: Biodiversity	0	+	+	+	+	+	0	+	0	0	+	+
EC1: Meeting Employment Needs	0	+	0	+	0	0	0	0	+	+	?	0
EC2: Retail	+	+	0	+	0	0	+	+	+	+	+	?
EC3: Local Centres, Shopping Parades and Isolated Retail Units	+	+	0	0	0	0	0	0	+	+	0	0
EC4: Leisure and Culture	0	+	0	0	0	0	+	+	+	+	?	?
DS1: Place Shaping	0	+	0	+	+	+	+	+	+	0	+	0
DS2: Responding to the climate emergency	0	+	+	0	+	0	0	0	+	+	++	+
DS3: Heritage Conservation and Landscape	0	+	0	0	0	0	++	+	0	+	0	0
ID1: Infrastructure and Delivery	+	+	+	0	+	0	0	+	++	+	+	+
ID2: Sustainable Transport for New Developments	0	+	0	0	+	0	0	0	++	+	+	0

5.4 Appendix A identifies mitigation measures to address issues associated with each policy to improve its overall sustainability performance through implementation.

5.5 Overall, the majority of impacts were positive or neutral with very few negative scores for the policies. The changes made since the Regulation 18 stage are considered to improve the sustainability performance of the policies and ensure that they identify measures to help mitigate negative impacts.

5.6 There were some uncertainties associated with SP6 (Heathrow Airport) due to the unknown plans for a possible expansion and how this could be implemented. The policy seeks to offset impacts however the quantum of development is unknown as well as the possible impacts that may arise. There are also some unknowns associated with water and Climate Change impacts as these will be dependent upon how schemes are implemented and the measures they employ.

5.7 Negative impacts have been identified for ST2 on flood risk due to the amount of development proposed and the likely increase in vulnerable uses as risk. SP6 is expected to bring about negative environmental issues due to the type and quantum of development supported at Heathrow Airport. The identification of Gypsy, Traveller and Travelling Showpeople pitches and plots may also impact the landscape however due to the small scale of development proposed impacts overtime are more limited.

Difficulties

5.8 Scoring of policy options – To a large extent, it was difficult to score each policy proposed with a high degree of accuracy as many of the SA objectives appeared to be either multifaceted and/or intertwined. As such, some of the likely significant effects had both positive and negative aspects.

5.9 Assessing the impacts of policy options against the SA Framework - The Appraisal highlighted some inherent difficulties in assessing the likely impacts of the policy options. There were uncertainties related to how development will be delivered, more specifically to the layout, design and impacts of development, and whether it may be possible to mitigate some of the effects highlighted in the SA. The SA process is an iterative process which provides an audit trail of sustainability considerations of the emerging Local Plan. However, due to the high-level nature of the policy options, in some instances it was difficult to assess in detail the likely significant effects of the proposed policies on each SA objective, whilst making no assumptions about the layout, detailed design or mitigation measures. Therefore, some policy options appeared to have a limited relationship with some of the SA objectives and so were considered to have unknown or unpredictable effects. Albeit such an uncertainty could not be eliminated completely, local knowledge, desk-based research and professional judgement played a major role in reducing it.

5.10 Compliance with the SEA Directive and Regulations – Although the appraisal of the policy options complied with Regulation 12 of the SEA Directive and Regulations at the Preferred Options Stage of the emerging Local Plan, the next iteration of the Local Plan policies had to be reviewed and strengthened (by incorporating the Preferred Options SA Recommendations) to fully accord with government guidance and the SEA Directive.

6. Testing the Site Allocations

Development of Site Allocations

Alternatives

6.1 Potential allocation sites were first filtered using the Site Selection Methodology[20]. This allowed the Council to discount any sites subject to absolute constraints which were not considered to be reasonable alternatives and also discount any sites below the size threshold. A total of 147 sites have been appraised in this report. This includes sites that were evaluated in the Regulation 18 Sustainability Appraisal, as well as new sites that were promoted since the Preferred Options Regulation 18 stage.

6.2 In addition to the Sustainability Appraisal for each site, the decision on which sites to allocate in the Regulation 19 Local Plan was based upon the wider Site Selection process which is set out in the Site Selection Methodology. This includes factors such as suitability, availability, viability, sustainability of location and deliverability of each site. However, generally, the sites included in the final document are those that scored well in the Sustainability Appraisal – those that were close to town centres and accessible via sustainable transport modes, offered the opportunity for housing and wider community benefits. Sites that were not chosen for inclusion in the final allocations were generally those that exhibited some sustainability problems, particularly around flooding, environmental issues, distance from town centres, or air quality and noise pollution issues; or were otherwise found to be unavailable, unviable, or undeliverable through the wider Site Selection process.

6.3 In total, 55 sites have been identified for allocation in the Spelthorne Local Plan. A summary table of the sites scored against the SA Framework is available in Table 13 below. A more detailed table of all potential alternative sites is available in Appendix B.

Table 13: Summary of SA Scoring of Site Allocations (Local Impacts)

Site Name	1. Housing	2. Health	3. Flood risk	4. Land and Soil	5. Pollution	6. Biodiversity	7. Heritage	8. Open space and landscape.	9. Transport	10. Economic Dev.	11. Climate Change	12. Water
AE3/006: 158-166 Feltham Road	+	+	0	+	0	0	0	0	+	-	0	0
AS1/001: Tesco Extra Town Lane	+	0	0	+	-	0	0	0	+	+	0	-
AS1/003: Staines Fire Station Town Lane	+	+	0	+	-	0	0	0	+	+	0	-
AS1/011: Land at former Bulldog Nurseries London Road	+	+	-	-	-	-	0	0	+	+	0	-

[20] https://www.spelthorne.gov.uk/media/20058/Site-Selection-Methodology-January-2022/pdf/Site_Selection_Methodology_-_Update_Final_24.01.22.pdf?m=637786334939370000

AS2/001: Ashford Youth Club Kenilworth Road	+	+	0	+	0	0	0	0	+	+	0	-
AS2/006: land east of Desford Way Desford Way	++	0	-	-	-	-	0	-	0	+	0	-
AT1/002: Ashford Sports Club Woodthorpe Road	++	+	-	-	-	-	0	-	0	+	0	-
AT1/012: Ashford Community Centre Woodthorpe Road	++	+	-	0	-	0	0	0	+	+	0	-
AT3/007: Ashford Multi-storey car park Church Road	+	+	0	+	0	0	0	0	+	+	0	-
AT3/009: Ashford Telephone Exchange Church Road	+	+	0	+	0	0	0	0	+	-	0	-
AT3/016: 23-31 (not 11-19) Woodthorpe Road	+	0	0	+	0	0	0	0	+	+	0	-
HS1/002: Land at Croysdale Avenue/ Hazelwood Drive	+	+	-	-	-	-	0	-	0	+	0	-
HS1/009: Bugle Nurseries, 171 Upper Halliford Road	+	+	0	-	0	0	0	0	0	0	0	-
HS1/012: Land East of Upper Halliford Nursery Road	+	0	-	-	-	-	0	-	+	+	0	-
HS1/012b: Land East of Upper Halliford (site B) Upper Halliford Road	+	+	-	-	-	-	0	-	+	+	0	-
HS2/004: Land South of Nursery Road Nursery Road	+	0	-	-	-	-	0	-	0	+	0	-
LS1/024: Land at Staines Road West and Cedar Way (east of Spelthorne sports club) Staines Road West	+	0	-	-	-	-	0	-	+	+	0	-
RL1/011: Land at Staines and Laleham Sports Club Worple Road	+	+	-	-	-	0	0	0	0	+	0	-
SC1/006: Tesco Extra Escot Road	++	0	0	+	-	0	0	0	+	+	0	-
SC1/013: RMG Warehouse & Delivery Office, 47-79 Staines Road West	+	0	0	+	-	0	0	0	+	-	0	-
SC1/019: Sunbury Social Services Centre 108 Vicarage Road	+	+	0	+	0	0	0	0	+	+	0	-
SC1/021: Spelthorne Grove	++	0	-	+	-	0	0	-	+	+	0	-
SE1/003: 77 Staines Road East	+	+	0	+	-	0	0	0	+	-	0	-
SE1/005: Benwell House Green Street	+	+	0	+	-	0	0	0	+	+	0	-

SE1/008: Telephone Exchange Green Street	+	0	0	+	0	0	0	0	+	-	0	-
SE1/020: Sunbury Adult Education Centre The Avenue	++	+	0	+	0	0	0	0	+	+	0	-
SE1/024: Annandale House, 1 Hanworth Road	++	0	0	+	-	0	0	0	+	0	0	-
SE1/025: Elmbrook House	+	0	0	+	-	0	0	0	+	-	0	-
SH1/010: Shepperton Library High Street	++	+	0	+	0	0	0	0	+	+	0	-
SH1/015: Shepperton Youth Centre Laleham Road	++	+	0	+	0	0	0	0	+	+	0	-
SH2/003: Shepperton Delivery Office, 47 High Street	++	+	0	+	0	0	0	0	+	+	0	-
SN1/005: Land at Northumberland Close Northumberland Close	+	0	-	-	-	-	0	-	0	+	0	-
SN1/006: Land to the west of Long Lane and South of Blackburn Trading Estate Long Lane	++	0	-	-	-	-	0	-	-	+	0	-
SN1/012: Stanwell Bedsits De Havilland Way	++	0	0	+	-	0	0	+	0	+	0	0
ST1/028: Leacroft Centre Leacroft	++	+	-	+	0	0	0	0	+	+	0	-
ST1/029: Surrey CC Buildings Burges Way	++	+	-	+	0	0	0	0	+	+	0	-
ST1/030: Fairways Day Centre Knowle Green	++	+	-	+	0	0	0	0	++	+	0	-
ST1/031: Thameside Arts Centre Wyatt Road	++	+	-	+	0	0	-	0	+	+	0	-
ST1/037: Thameside House South Street	++	0	-	++	-	0	0	0	++	+	0	-
ST1/043: Land East of 355 London Road	++	0	-	-	-	-	0	-	+	0	0	-
ST2/006: Builders Yard Gresham Road	++	0	-	++	-	0	0	0	++	-	0	-
ST3/004: 34-36 (OAST House) /Car park Kingston Road	++	+	-	++	-	0	-	0	++	+	0	-
ST3/012: Staines Telephone Exchange Fairfield Avenue	++	0	-	+	0	0	0	0	++	-	0	-
ST3/014: Birch House/London Road, Fairfield Avenue	++	0	-	++	-	0	0	0	++	-	0	-
ST4/002: Car Park, Hanover House & Sea Cadet Building Bridge Street	++	0	-	+	-	-	-	0	++	-	0	-

ST4/004: 96-104 Church Street	+	+	-	+	-	0	-	0	++	-	0	-
ST4/009: The Elmsleigh Centre and adjoining land South Street	++	0	-	++	-	0	-	0	++	+	0	-
ST4/010: Riverside Surface Carpark Thames Street	+	+	-	+	-	0	0	0	++	+	0	-
ST4/011: Thames Lodge Thames Street	+	+	-	+	-	0	-	+	++	+	0	-
ST4/019: Former Debenhams site, 35-45 High Street	++	0	-	++	-	0	-	0	++	+	0	-
ST4/023: Two Rivers Retail Park Terrace Mustard Mill Road	++	0	-	++	-	0	-	0	++	-	0	-
ST4/024: Frankie & Benny's/Travelodge, Two Rivers Hale Street	+	+	-	+	-	0	-	0	++	-	0	-
ST4/025: Land at Coppermill Road Coppermill Road	+	0	-	-	-	-	0	0	0	+	0	-
ST4/026: Communications House South Street	+	0	-	++	-	0	0	0	++	-	0	-
ST4/028: William Hill/Vodafone, 91 High Street	+	+	-	+	0	0	0	0	++	+	0	-

6.4 The detailed site assessments set out in Appendix B identified largely positive sustainability effects although there were some negative impacts associated with flood risk and also environmentally where sites are greenfield land. Where adverse effects were identified, recommendations for mitigation measures were made. Where sites could potentially have a greater positive impact on an SA Objective, recommendations for improving positive effects were made.

6.5 The selection of sites for allocation in the Local Plan was determined using the Council's Site Selection Methodology. This includes Sustainability Appraisal as a key consideration but also includes various other criteria to help select sites that adhere to the spatial strategy and can help to meet development needs.

6.6 Overall, the range of site allocations would be expected to help ensure that development needs in Spelthorne over the Plan period are satisfied with benefits to the Spelthorne economy and society. Effects on the natural environment would be mixed. Many sites would be likely to increase the consumption of natural resources and the subsequent generation of waste and emissions in relation to existing levels. Some sites could also pose a risk to ecological connectivity and the biodiversity value of sites, as well as the local landscape or townscape character. However, some sites could provide positive effects to these themes by enhancing the local Green and Blue Infrastructure provision and by incorporating high-quality sustainable design.

Difficulties

6.7 Scoring of site options - The scoring of the site options was influenced by a range of factors including suitability, availability, viability, sustainability of location and deliverability which were based on available (current) information in relation to each site. To ensure the scoring of the site options were consistent, clear parameters were set to establish the sustainability performance of each site option. However, the process of developing the parameters and the parameters considered may have introduced some form of bias or inconsistencies, though the reasoning or assumptions behind the scoring were based on professional judgments and compatibility with the legislative requirements of the SA/SEA Regulations.

6.8 Also, to ensure that more precise conclusions were drawn, the SA was undertaken using available evidence. Where gaps in existing data were identified, officers sought to locate and use alternative sources of information to overcome any shortfalls and ensure the assessment was as robust as possible.

6.9 Uncertainty over development outcomes - The appraisal the site options was not straightforward as there were some levels of uncertainty over development implementation and outcomes. Due to the strategic nature of the site options, it was difficult to envisage the likely significant effects of development without not knowing the details of how it will be implemented in practice. Notwithstanding this, once the details of the options for development have been firmed up through the planning process, it should be possible to draw more realistic conclusions about their likely significant effects.

7. Consideration of effects

7.1 Schedule 1 of the SEA Regulations (SI 2004/1633) requires authorities to assess

"the characteristics of the effects and of the area likely to be affected, having regard, in particular, to—

(a) the probability, duration, frequency and reversibility of the effects;

(b) the cumulative nature of the effects;

(c) the transboundary nature of the effects;

(d) the risks to human health or the environment (for example, due to accidents);

(e) the magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected);

(f) the value and vulnerability of the area likely to be affected due to—

(i) special natural characteristics or cultural heritage;

(ii) exceeded environmental quality standards or limit values; or

(iii) intensive land-use; and

(g) the effects on areas or landscapes which have a recognised national, Community or international protection status."

7.2 The SA report considers that the appraisal chapters 4, 5, 6 and 7 have assessed the effects with regard to the above points.

7.3 Cumulative effects (b) have been assessed for each area of the Local Plan in the previous chapters and in the appendices. Overall, the Regulation 19 Draft Local Plan is expected to have a positive effect against all sustainability objectives. The following summarises the cumulative effects expected from the draft Local Plan as a whole against each of the SA Objectives:

Table 14: Cumulative Effects of the Local Plan

SA Objective	Cumulative effects of the Draft Local Plan		
To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford:	The Plan seeks to allocate a range of sites that will enable a mix of homes to be delivered. The various needs of the community have been considered in the policies and also in the allocations, with overall housing needs to be met, Gypsy, Traveller and Travelling showpeople pitches and plots identified, a mix of housing and flats of differing size and also catering for specialist accommodation needs. This uses the Strategic Housing Market Assessment to guide housing provision and seek to provide as much affordable housing as viable through policies H1 and H2. It is considered to be likely that, cumulatively and synergistically, the development proposed in Spelthorne and beyond the borough boundary would help to situate new residents in proximity to other residents and within coherent communities that also have excellent access to jobs and services and will thus combine to help combat the risk of social exclusion.		
Duration of effect	Uncertainty	Reversibility	Overall Score

Short to long term	Low	Reversible	++
To facilitate the improved health and well-being of the whole population and reduce inequalities	Whilst the planned level of development may put pressure on existing healthcare facilities in the Borough, the plan seeks to boost active and sustainable travel choices and also encourage healthy lifestyles for all. Policies have been designed to support improved health and wellbeing, for example through improved access to health and community infrastructure, green and blue infrastructure, alternative travel options, place making and local neighbourhood enhancements. The Infrastructure Delivery Plan has been prepared to identify existing and future needs and to enable them to be met as the Local Plan materialises. Policy ID1 (Infrastructure and Delivery) supports this. The allocations identify measures to boost sustainable travel and ensure adequate infrastructure provision to support the development which together will help to improve the network of active travel and services across the Borough		
Duration of effect	Uncertainty	Reversibility	Overall Score
Short to long term	Medium	Reversible	+
To increase resilience to, reduce the risk of, and minimising the harm from flooding	Flood risk is a key constraint in Spelthorne with the River Thames and its tributaries coursing through the Borough. The Plan distributes much of the desired development in locations where flood risk is not a concern. However, this was clearly not feasible for all sites and, particularly for those in the centre of Staines, some sites allocated for development are at a high risk of fluvial or surface water flooding. Some of the policies put forward in the Draft local plan, including E2 on Flood Risk, will help to minimise the extent of flood risk at these sites, such as due to the incorporation of SuDS within development proposals. Furthermore, Policy SP1 on Staines upon Thames makes clear that the provision of flood risk management is a key component of the policy, and integral to ensuring the proposed development can take place in such a strategic location. However, it is expected that the Plan would lead to an increase in the number of residents and employees living and working in Flood Zones 2 and 3, as well as areas of high Surface water flood risk. Whilst the proposed mitigation measures will help to minimise this, it will not be feasible to counter all the risk. Policies and allocations identify the need to minimse flood risk as much as possible through the use of sustainable drainage systems and site layout.		
Duration of effect	Uncertainty	Reversibility	Overall Score
Short to long term	Medium	Reversible	-
To reduce land contamination and protect soil quality and quantity	Development proposed in Spelthorne would be expected to result in a small but permanent net loss of soils however only a small proportion of allocation sites are greenfield. The Local Plan strategy aims to prioritise previously developed land and avoid important and the most versatile land. A small number of greenfield sites have been identified for allocation to help meet specific needs of the community but the majority of development is planned for the urban area and brownfield land. More widely this is expected to help remediate land and promote high density development, which in turn will help to facilitate concentrate development in sustainable locations and improve health. Sustainable soil management practices should be adopted during the construction phase of development to minimise rates of excavation, erosion and compaction and to reduce the risk of contamination. Where feasible, excavated soils should be reused. A coherent Green Infrastructure network that extends throughout and beyond Spelthorne, that is incorporated into developments would help to protect and enhance the quality of soil fertility and structure		

	underneath. This links to policies E3 (Environmental Protection), E4 (Green and Blue Infrastructure) and E6 (Biodiversity)		
Duration of effect	Uncertainty	Reversibility	Overall Score
Short to long term	Low	Reversible	++
To reduce air and noise pollution	It is considered to be likely that development proposed across Spelthorne would cumulatively result in a net increase in air pollution in the local area, largely as a result of increases in local road traffic. All of Spelthorne is already designated an Air Quality Management Area therefore additional development is likely to contribute to air quality impacts. Sites in Spelthorne generally have good access to railway stations and bus links, but some sites more widely are somewhat more isolated from sustainable transport links whilst having excellent access to the strategic road network. Policy E3 (Environmental Protection) seeks to mitigate impacts on air and noise pollution, whilst policy DS2 (Responding to the Climate Emergency) aims to lower emissions and encourage more sustainable energy use.		
Duration of effect	Uncertainty	Reversibility	Overall Score
Short to long term	Medium	Reversible	-
To conserve and enhance biodiversity, habitats and species	Development in Spelthorne will predominantly be an opportunity to enhance the biodiversity value of sites, given their brownfield status. on greenfield land that results in the loss of habitats and could affect priority species however the allocation policies and policy E6 (Biodiversity) identify measures for biodiversity net gain and to offset any negative impacts. Cumulatively, development across Spelthorne would facilitate population growth. The increase in local residents and workers would be expected to increase the pressure on local nature reserves, wildlife sites and other green spaces due to the increased visitor pressure and footfall however the Local Plan strategy prioritises previously developed land meaning cumulatively there will be opportunities to enhance and facilitate improvements. Appropriate ecological surveys of sites should be carried out prior to development to establish the presence of protected species and habitats. A coherent Green Infrastructure network that extends throughout and beyond Spelthorne, that is incorporated into developments would help to protect and enhance biodiversity that is also designed to permit the movement of wildlife through high-quality and semi-natural corridors and steppingstones would help to protect and enhance biodiversity in and around Spelthorne. This links to policies E4 (Green and Blue Infrastructure) and E6 (Biodiversity) which require appropriate mitigation and the protection of local provision.		
Duration of effect	Uncertainty	Reversibility	Overall Score
Short to long term	Low	Reversible	+
To conserve and enhance the historic environment, heritage assets and their settings	Cumulative and synergistic effects on the historic environment, caused by development in Spelthorne, are considered to be limited, however the concentration of development planned for Staines, in close proximity to the Staines Conservation Area may alter the local character. The policy SP1 (Staines upon Thames) and associated SPD seek to protect Staines and preserve its character, identifying opportunities for local enhancements through the Local Plan. The cumulative amount of development may bring about change in the area, however there is uncertainty as there could be improvements through regeneration, or negative impacts but this is dependent on specific design and layout of schemes and how they come together.		
Duration of effect	Uncertainty	Reversibility	Overall Score
Short to long term	Medium	Permanent	0
To protect, enhance and manage	Development may cumulatively impact the borough's landscape character however the extent is expected to be limited as the		

Borough's open space and landscape character	overall strategy prioritises brownfield land and has selected a small number of Green Belt release sites based on their role and wider landscape value. The specific site allocation policies for Green Belt release sites identify a need to adopt a high-quality design, with Green Infrastructure incorporated throughout the development, to minimise adverse effects on the local character. The quantum of development proposed may bring about additional pressure on open space provision however policy E5 (Open space and Recreation) seeks to protect existing open space and seeks financial contributions to support new provision to minimise impacts.		
Duration of effect	Uncertainty	Reversibility	Overall Score
Short to long term	Medium	Permanent	0
To promote sustainable modes of travel, improve accessibility to public transport and reduce road congestion	Development in and around town centres has good access to public transport. The Local Plan strategy prioritises sustainable locations and the identified allocations are generally well-located with good sustainable and active travel links. Policy ID2 (Transport) seeks to promote a modal shift and steer movements away from the private vehicle. The concentration of development in Staines is likely to facilitate a modal shift and encourage sustainable living in the town, with residents having access to local services and a reduced need for car travel. The allocations identify a need to mitigate impacts on the road network and Policy ID2 looks to provide safe and attractive pedestrian and cycling links that encourages sustainable and efficient movement.		
Duration of effect	Uncertainty	Reversibility	Overall Score
Short to long term	Low	Reversible	++
Maintain high levels of employment and economic growth which is inclusive and sustainable across the Borough	It is expected that development proposed in Spelthorne would help to provide a major boost to local prosperity and growth. It is expected that new residential development would help to increase footfall in central and shopping areas of Spelthorne, particularly Staines. The protection of employment land would also provide residents of Spelthorne with employment opportunities that are in accessible locations. Construction of new homes will help to support the house building economy more widely. Improved sustainable transport options to key employment areas will also facilitate access to employment. Policies EC1 (Meeting Employment Needs), EC2 (Retail) and EC3 (Local Centres) will help to ensure that key locations are protected and enhanced. The identification of allocation sites, particularly in and around town centre locations will help to provide a boost to the economy and increase footfall.		
Duration of effect	Uncertainty	Reversibility	Overall Score
Short to long term	Low	Reversible	+
To limit the impact of Climate Change and promote the efficient use of resources, to reduce greenhouse gas emissions and move to a low carbon economy	Development proposed across Spelthorne could cumulatively lead to an increase in GHG emissions as a result of the construction and occupation of the large number of homes and the subsequent increase in traffic likely associated with this. Development in town centres has good access to sustainable transport links. Given the provision of services and facilities within the borough's main centres, a notable amount of new residents in the borough will be able to walk and cycle to access these. Identified Greenfield sites could potentially be more isolated from services and facilities but the allocations identify measures to maximise the use of Climate Change measures. Policy DS2 (Responding to the Climate Emergency) seeks to minimise travel, incorporate sustainable design/construction and promote zero carbon. Cumulatively these measures are considered to counteract negative impacts and ensure new developments help achieve climate change targets.		
Duration of effect	Uncertainty	Reversibility	Overall Score

Short to long term	Medium	Reversible	+
To maintain and improve water quality and promote the efficient use of water	Some of the sites currently allocated for development in Spelthorne are adjacent to waterbodies such as the River Thames and reservoirs. All of the development in these locations pose a cumulative risk to the quality of water, such as due to altered surface runoff rates or contamination during the construction phase. It is also expected that all sites in combination would result in a net increase in water consumption across Spelthorne. Best efforts will be needed to avoid contamination of the River Thames. Policy E3 (Environment Protection) seeks to mitigate impacts on water quality. Sustainable drainage and Green/Blue Infrastructure should be incorporated into the development of sites in Spelthorne, preferably in a coherent network that also integrates with the network in neighbouring authorities to maximise its water protection service.		
Duration of effect	Uncertainty	Reversibility	Overall Score
Short to long term	Medium	Reversible	-

7.4 As regards transboundary effects (c), the effects are considered in the assessments in Appendix A for policies and Appendix B site allocations. Transboundary impacts are generally identified for sites where they are near the borough boundary. The wider transboundary impacts of the Local Plan as a whole are considered collectively against the SA objectives below.

Table 15: Transboundary Effects of the Local Plan

SA Objective	Transboundary effects of the Draft Local Plan		
To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford:	The Plan seeks to allocate a range of sites that will enable a mix of homes to be delivered. This will help to meet needs within Spelthorne but will also likely attract residents from neighbouring boroughs. Several identified housing sites are adjacent to neighbouring boroughs which cumulatively could help to meet local needs. It is considered to be likely that districts neighbouring Spelthorne will have enough land to accommodate enough housing to satisfy their respective needs, as indicated by their emerging Local Plans and housing land availability assessments, however Elmbridge is proposing not to meet its needs. Spelthorne is unable to assist in this regard.		
Duration of effect	Uncertainty	Reversibility	Overall Score
Short to long term	Low	Reversible	+
To facilitate the improved health and well-being of the whole population and reduce inequalities	It is considered to be likely that development in neighbouring authorities would help to establish coherent communities that benefit the mental wellbeing of residents. In some cases, it is unclear if new residents in sites in neighbouring authorities would rely on health services such as GP surgeries or hospitals in Spelthorne. The Spelthorne Local Plan does not propose the loss of any open space adjacent to neighbouring authorities. The Local Plan seeks to provide infrastructure to support development proposals in the borough which may have knock on positive impacts for neighbouring authorities in terms of health. Residents in Spelthorne sites that are in proximity to sites in neighbouring authorities should be provided with opportunities to engage with their local community and to socialise with neighbours with improved cycle and pedestrian links and links to local services cross boundary.		
Duration of effect	Uncertainty	Reversibility	Overall Score
Short to long term	Medium	Reversible	+

To increase resilience to, reduce the risk of, and minimising the harm from flooding	Development in neighbouring authorities could potentially lead to the loss of Green Infrastructure and permeable land which could increase the risk of flooding. Similarly, the proposed allocation sites in Spelthorne could increase run off and increased flood risk adjacent to the Borough. Some of the policies put forward in the draft local plan, including E2 on Flood Risk, will help to minimise the extent of flood risk at these sites, such as due to the incorporation of SuDS within development proposals. Furthermore, Policy SP1 on Staines upon Thames makes clear that the provision of flood risk management is a key component of the policy, and integral to ensuring the proposed development can take place in such a strategic location. The River Thames and Staines is on the Borough boundary therefore this measure will help to reduce flood risk. Policies and allocations identify the need to minimse flood risk as much as possible through the use of sustainable drainage systems and site layout.		
Duration of effect	Uncertainty	Reversibility	Overall Score
Short to long term	Medium	Reversible	-
To reduce land contamination and protect soil quality and quantity	Development proposed in neighbouring authorities in combination with that which is proposed for Spelthorne would be expected to result in a permanent net loss of soils across the area, however only a small proportion of allocation sites are greenfield in Spelthorne. Previously Developed Land and the urban area are prioritised for development in Spelthorne and neighbourng authorities. Sustainable soil management practices should be adopted during the construction phase of development to minimise rates of excavation, erosion and compaction and to reduce the risk of contamination. Where feasible, excavated soils should be reused. A coherent network of Green Infrastructure that extends throughout and beyond Spelthorne that is incorporated into developments would help to protect and enhance the quality of soil fertility and structure underneath. This links to policies E3 (Environmental Protection), E4 (Green and Blue Infrastructure) and E6 (Biodiversity)/		
Duration of effect	Uncertainty	Reversibility	Overall Score
Short to long term	Low	Reversible	+
To reduce air and noise pollution	It is considered to be likely that development proposed in neighbouring authorities would cumulatively result in a net increase in air pollution in the local area, largely as a result of increases in local road traffic. Sites in neighbouring authorities generally have good access to railway stations and bus links, but some sites that are more isolated from sustainable transport links whilst having excellent access to the strategic road network will likely increase car use. Consideration should be given to the accessibility and capacity of public transport links following the proposed development in Spelthorne as well as neighbouring authorities. Electric car charging points should be provided for in Spelthorne that can be used by those driving from neighbouring authorities into the Borough. Green infrastructure should be incorporated into development in a manner that helps to filter out air pollutants, particularly in locations where traffic and congestion may be most liable to be exacerbated by all sites in combination and preferably in a coherent network with Green Infrastructure in neighbouring authorities that maximises its air filtering service. Policy E3 (Environmental Protection) seeks to mitigate impacts on air and noise pollution, whilst policy DS2 (Responding to the Climate Emergency) aims to lower emissions and encourage more sustainable energy use.		
Duration of effect	Uncertainty	Reversibility	Overall Score
Short to long term	Medium	Reversible	-

To conserve and enhance biodiversity, habitats and species	Development in Spelthorne will predominantly be an opportunity to enhance the biodiversity value of sites, given the brownfield status of the majority. The use of greenfield land in Spelthorne and neighbouring authorities could result in the loss of habitats and could affect priority species however biodiversity net gain is a key requirement of policy moving forward. The greenfield sites identified for allocation in Spelthorne are considered to hold limited biodiversity value and Policy E6 (Biodiversity) and the allocation policies identify the need to incorporate measures to offset impacts. Cumulatively, development across the wider area would facilitate a large population growth. The increase in local residents and workers would be expected to increase the pressure on local nature reserves, wildlife sites, woodland and other green spaces due to the increased visitor pressure and footfall. A coherent Green Infrastructure network that extends throughout and beyond Spelthorne, that is incorporated into developments would help to protect and enhance biodiversity that is also designed to permit the movement of wildlife through high-quality and semi-natural corridors and steppingstones would help to protect and enhance biodiversity in and around Spelthorne. This links to policies E4 (Green and Blue Infrastructure) and E6 (Biodiversity) which require appropriate mitigation and the protection of local provision.		
Duration of effect	Uncertainty	Reversibility	Overall Score
Short to long term	Low	Reversible	+
To conserve and enhance the historic environment, heritage assets and their settings	Cumulative and synergistic effects on the historic environment, caused by development in neighbouring authorities in combination with development in Spelthorne, are considered to be limited. There may be some impacts on the Staines Conservation Area and its setting given its close proximity to the borough boundary however overall there is considered to be limited opportunity for impacts given the Staines SDP which looks to enhance and protect the local character.		
Duration of effect	Uncertainty	Reversibility	Overall Score
Short to long term	Medium	Permanent	0
To protect, enhance and manage Borough's open space and landscape character	Development in neighbouring authorities would be expected to have a cumulative impact on the character of the local landscape whilst development in Spelthorne may also have an impact on neighbouring authorities. Two sites (AS2/006) and (ST4/025) are adjacent to the borough boundary and could impact the wider landscape although these are relatively small in scale. Development near the perimeter of neighbouring authorities and development planned there should seek to adopt a high-quality design and appropriate architecture, with landscaping/Green Infrastructure incorporated throughout the development, to minimise adverse effects on the local character. The quantum of development proposed in Spelthorne and more widely may bring about additional pressure on open space provision however policy E5 (Open space and Recreation) seeks to protect existing open space and seeks financial contributions to support new provision to minimise impacts.		
Duration of effect	Uncertainty	Reversibility	Overall Score
Short to long term	Medium	Permanent	0
To promote sustainable modes of travel, improve accessibility to public transport and reduce road congestion	Development near town centres in Spelthorne has good access to public transport links. Development proposed in the neighbouring authorities and Spelthorne is likely to put additional pressure on the local road network however the transport modelling undertaken for Spelthorne, taking into account background development across		

	the wider area, does not identify any significant impacts that cannot be overcome. A coherent network of sustainable and active travel links that extends throughout and beyond Spelthorne and links to LCWIPs across the area should be incorporated into developments to provide safe and attractive pedestrian and cycling links that encourages sustainable and efficient movement. Residents should have good access to frequent bus services, preferably within 400m of their home, and would ideally be within 2km of a railway station. The allocations identify a need to mitigate impacts on the road network and Policy ID2 looks to provide safe and attractive pedestrian and cycling links that encourages sustainable and efficient movement.		
Duration of effect	Uncertainty	Reversibility	Overall Score
Short to long term	Low	Reversible	+
Maintain high levels of employment and economic growth which is inclusive and sustainable across the Borough	It is expected that new development in the area would be accompanied by the provision of new schools and school places in line with the level of need, along with the provision of a new sixth form college (HS1/012b). Sites and policies of Plans in neighbouring authorities explicitly refer to the delivery of new schools as well as contributions towards schools. New residents here would therefore have good access to nearby school places. This provision is expected to boost skills locally and improve economic performance. It is expected that development proposed in Spelthorne and neighbouring authorities would help to provide a major boost to local prosperity and growth. It is expected that new residential development in neighbouring authorities would help to increase footfall in central and shopping areas of Spelthorne. The creation of employment land in neighbouring authorities would also provide residents of Spelthorne with new employment opportunities that are in accessible locations Policies EC1 (Meeting Employment Needs), EC2 (Retail) and EC3 (Local Centres) will help to ensure that key locations are protected and enhanced. The identification of allocation sites, particularly in and around town centre locations will help to provide a boost to the economy and increase footfall.		
Duration of effect	Uncertainty	Reversibility	Overall Score
Short to long term	Low	Reversible	+
To limit the impact of Climate Change and promote the efficient use of resources, to reduce greenhouse gas emissions and move to a low carbon economy	Development proposed across the wider area would cumulatively lead to a major increase in GHG emissions as a result of the construction and occupation of the large number of homes and businesses and the subsequent increase in traffic likely associated with this. Development proposed in and around town centres is expected to have good access to public transport links. Some development outside Spelthorne could potentially be more isolated from services and facilities whilst also having limited access to public transport modes. New and existing residents should be provided with good access to sustainable and active travel options with links between LCWIPs and Local Plans strengthened. Policy DS2 (Responding to the Climate Emergency) seeks to minimise travel, incorporate sustainable design/construction and promote zero carbon. These measures and those proposed by neighbouring authorities are considered to counteract negative impacts and ensure new developments help achieve climate change targets.		
Duration of effect	Uncertainty	Reversibility	Overall Score
Short to long term	Medium	Reversible	+
To maintain and improve water quality	Some of the sites currently allocated for development in neighbouring authorities are adjacent to waterbodies that sites in Spelthorne are also adjacent to, including the River Thames. All of		

and promote the efficient use of water	the development in these locations pose a cumulative risk to the quality of water, such as due to altered surface runoff rates or contamination during the construction phase. It is also expected that all sites in combination would result in a net increase in water consumption across the wider area. Best efforts will be needed to avoid contamination of the River Thames and its tributaries. Requiring development on a site by site basis to manage this risk may not adequately account for the cumulative risk of all sites in combination. SuDS and Green Infrastructure should be incorporated into the development of sites in Spelthorne, preferably in a coherent network that also integrates with the network in neighbouring authorities to maximise its water protection service.		
Duration of effect	Uncertainty	Reversibility	Overall Score
Short to long term	Medium	Reversible	-

7.5 In respect of areas and landscape which have national or international protection status (g), the Council has employed WSP to carry out a Habitats Regulations Assessment. The recommendations will be incorporated into the Regulation 19 Draft Local Plan.

7.6 The effects will be monitored using the Local Plan Monitoring Framework. Those policies which are having an unexpected and/or adverse effect will be re-considered and potentially revised when the plan is reviewed five years from adoption.

8. Monitoring

8.1 Uncertainty and assumptions are inherent features of the SA process and it is possible that unforeseen effects of the Plan come to fruition. It is also possible that measures designed to avoid, mitigate or enhance effects are less effective than anticipated. It is therefore appropriate to monitor the effects of the Plan post-adoption.

8.2 This SA Report proposes a monitoring framework which, if followed, would enable the Council to monitor the sustainability performance of the Draft Spelthorne Local Plan in relation to the performance that has been predicted and evaluated. In doing so, the Council would be well placed to take appropriate measures to rectify any unforeseen negative effects at an early stage.

8.3 The monitoring framework proposed in Table 16 provides a range of indicators, and potential sources of data, for monitoring. It is anticipated that this monitoring would be incorporated into the Council's Authority Monitoring Report (AMR).

8.4 The SEA Directive, with regards to the requirements for monitoring, states:

"Member States shall monitor the significant environmental effects of the implementation of plans and programmes... in order, inter alia, to identify at an early stage unforeseen adverse effects, and to be able to undertake appropriate remedial action" (Article 10.1) and "The Environmental Report should provide information on "a description of the measures envisaged concerning monitoring"" (Annex I (i)).

8.5 The Monitoring Framework will measure the performance of the Draft Spelthorne Local Plan against the defined indicators. Indicators in the Monitoring Framework have been developed based on: The objectives, targets and indicators that were developed for the SA Framework; Features of the baseline that will indicate the effects of the plan; The likely significant effects that were identified during the assessment; and the mitigation measures that were proposed to offset or reduce significant adverse effects.

8.6 Feedback from the monitoring process will help to provide more relevant information that can be used to pinpoint specific performance issues and significant effects, and ultimately lead to more informed decision-making. In addition to monitoring the sustainability effects of the draft Local Plan, it will also be necessary to monitor changes to the environmental, social and economic context and baseline conditions.

Table 16: Sustainability Appraisal Monitoring Framework

Objective	Effect to be monitored	Indicators	Data Source	Frequency
1. To provide sufficient high quality housing to enable people to live in a home suitable to their needs and which they can afford.	• Ensure housing growth meets demand in the SHMA • Deliver a mix of high-quality housing to meet local needs • Address homelessness	• Total housing completions by size, type and tenure. • Number of households on the housing register. • Plot requirements on the self-build register. • Lower quartile property price compared against lower quartile workplace earnings. • Affordable housing provision in Spelthorne • Living environment deprivation: To improve Spelthorne's rank for living environment deprivation	• In House monitoring • Index of Multiple Deprivation • 3Rough Sleeping Statistics, England https://www.gov.uk/government/statisticaldata-sets/live-tables-on-homelessness	Annual
2. To facilitate the improved health and well-being of the whole population and reduce inequalities.	• Promote healthier lifestyles • Tackle health inequalities • Reduce anti-social behaviour and crime • Safer streets for road users, cyclists and pedestrians? • Improved access to community facilities • Improved access to open space/ green and blue infrastructure	• Percentage of people whose health is classed as not good. • Life expectancy Adult & child obesity levels. • IMD Health Rankings Motorists/pedestrian/cyclists – number killed and/or seriously injured (KSI) per 100,000 population. • Amount and quality of green infrastructure/recreation space by type (ha) or leisure facilities. • Accessibility to Hospitals & GP Surgeries. • Capacity of Health Facilities. • Indices of Multiple Deprivation (IMD). • Number of developments implementing 'Secured by Design'.	• Index of Multiple Deprivation • In House monitoring • Public Health England (https://fingertips.phe.org.uk/) • Office for National Statistics data https://www.ons.gov.uk/peoplepopulationandcommunity/crimeandjustice/datasets/recordedcrimedatabycommunitysafetypartnershiparea	Annual

Objective	Effect to be monitored	Indicators	Data Source	Frequency
3. To increase resilience to, reduce the risk of, and minimising the harm from flooding	• Number of properties at risk from all forms of flooding • Promotion of sustainable drainage systems • Adaption to the effects of climate change and flooding	• Number of properties at risk from flooding. • Number of properties with flood mitigation installed. • Number of properties built with SuDS installed. • Number of planning decisions, including appeals, granting permission not in accordance with Policy E2	• In House monitoring • Corporate mapping (in house)	Annual
4. To reduce land contamination and protect soil quality and quantity	• Remediation of contaminated sites and avoidance of further contamination • Protection of Best and Most Versatile agricultural land • Protection and enhancement of soil quality	• Amount of contaminated land remediated. • Area of grade 1, 2 and 3 agricultural land permanently lost to development (ha). • Percentage of development built on previously developed land. • Average density on sites with 10 or more dwellings (Dwellings per Ha.).	• In House monitoring • In house monitoring using data from DEFRA at magic.defra.gov.uk/MagicMap	Annual
5. To reduce air and noise pollution	• Protection and enhancement of air quality • Reduction of the number of properties or sites affected by poor air quality and noise pollution • Protection of those most at risk of poor health related to poor air quality and noise pollution	• Annual average of NO2 and PM2.5, within AQMAs relative to national standards. • The number of properties and land affected where levels of NOx or PM2.5 exceed national targets. • The monitoring of LEQ noise levels around airports. • Number of non-airport related noise complaints received per annum.	• In House monitoring (Environmental Health and Planning)	Annual
6. To conserve and enhance biodiversity, habitats and species	• Protection and enhancement of designated sites • Protection and enhancement of priority species and condition of priority habitats Net gains in biodiversity	• Population of wild birds. • Extent and condition of SPA/Ramsar sites. • Extent and condition of Sites of Special Scientific Interest (SSSI) meeting PSA targets.	• In house monitoring (Planning, Biodiversity) • Corporate mapping (in house)	Annual

Objective	Effect to be monitored	Indicators	Data Source	Frequency
	Protection and enhancement the Borough's green/blue infrastructure and connectivity	• Extent and condition of priority species and habitats identified in Biodiversity Opportunity Areas in Spelthorne. • Number, area and condition of Sites of Nature Conservation Importance (SNCIs) and Local Nature Reserves (LNRs) within Spelthorne. • Extent and condition of ancient woodlands Number of Biodiversity improvement/enhancement schemes implemented per annum.	• Natural England surveys: https://designatedsites.naturalengland.org.uk/ • Environment Agency: https://www.gov.uk/business/environmental-management-water-water-quality	
7. To conserve and enhance the historic environment, heritage assets and their settings	• Conservation and enhance of heritage assets, the historic environment and their settings • Improved quality of the historic environment • Increased access to and enjoyment of the historic environment • Well-designed and is well-related development to the surrounding townscape • Protection and enhancement of character and views	• Number of listed buildings, ancient monuments and conservation areas. • Statutory or locally listed buildings or structures at risk. • Statutory or locally listed buildings or structures demolished. • Scheduled ancient monuments at risk. • Number of archaeological finds. • Conservation area appraisals and level at risk.	• In house monitoring (Planning) • UK Heritage at Risk Register	Annual
8. To protect, enhance and manage Borough's open space and landscape character.	• Protection and enhancement of landscape character • Ensure the quality of and provision of suitable open space, where need is identified	• Quality and quantity of open space provision • Areas with landscape assessment • Quantity of greenfield land lost to development	• In house monitoring (Planning) • Surrey Landscape character assessment • Open space assessment (in house)	Annual

Objective	Effect to be monitored	Indicators	Data Source	Frequency
9. To promote sustainable modes of travel, improve accessibility to public transport and reduce road congestion	• Reduced need to travel, especially by private motorised vehicles • Avoid contributing to congestion on the highway network • Promotion of more sustainable modes of travel • Improved access to public transport services and facilities • Provide opportunities for integrated Transport • Promotion of travel to work/school by foot, cycle or public transport • Provide for disabled access to all transport options	• Traffic counts • Travel to work by mode • Number of schools/businesses with travel plans implemented • Number of highway/cyclist/pedestrian improvement schemes implemented • Extent of the PRoW network and cycle paths: To increase the quantity and quality of pedestrian and cycle routes • Walking, cycling. bus and rail modal share for travel to work of Spelthorne residents	• Highway Authority (Surrey County Council) • In house monitoring • Census (10 years) and local surveys	Annual
10. Maintain high levels of employment and economic growth which is inclusive and sustainable across the Borough.	• Support a stable labour market and contribute towards skills improvement and employment opportunities • Support and promote inward investment and business growth • Retention of the most sustainably located employment sites • Maintain/ increase the total quantity and/or quality of commercial floorspace • Promotion of mixed-use development • Promotion and enhancement of the viability, vitality and attractiveness of town or local centres	• IMD employment and education rankings. • Working age population which are economically active. • Unemployment rate • Educational attainment levels NVQ level 3 and above. The net change in the number of VAT registrations and de-registrations. • Commercial floorspace levels and vacancies. • Area of employment sites lost to other uses (ha). Amount of retail/commercial leisure floorspace implemented (sqm). • Amount of retail/commercial leisure floorspace lost to other uses within town/local centres (sqm). • Footfall numbers	• ONS data • In house monitoring • Nomis labour market statistics: https://www.nomisweb.co.uk/reports/lmp/la/1946157334/printable.aspx • Local Government Association data https://lginform.local.gov.uk/reports/	Annual

Objective	Effect to be monitored	Indicators	Data Source	Frequency
11. To limit the impact of Climate Change and promote the efficient use of resources, to reduce greenhouse gas emissions and move to a low carbon economy.	• Promotion of energy efficiency and/or renewable or low carbon technologies • Promotion of sustainable methods of construction and design • Promotion of the reuse and recycling of demolition waste • Reduction in emissions • Reduction in impact of climate change, including flooding and urban heat island effect • New and retrofitted development and infrastructure location and design is future proofed against the future impact of climate change	• CO2 Emissions (total and per capita). • Number of commercial premises built to BREEAM 'Very good' or better. • Installed renewable/low carbon energy capacity (MW/h). • Amount of demolition waste reused or recycled per annum (tonnes). • Megawatts of installed small scale low and zero carbon energy • Number of new dwellings complying with higher water efficiency standard y capacity	• National statistics Local authority collected and household waste statistics https://data.gov.uk/ • .National statistics Emissions of carbon dioxide for Local Authority Areas https://data.gov.uk/ • In House monitoring • Building regulations final certificates	Annual
12. To maintain and improve water quality and promote the efficient use of water	• Protection and Enhancement of the quality of all water sources • Increased water efficiency • Promotion of greywater recycling/rainwater harvesting • Protection and improvement of hydro-geomorphology and the overall ecological status of the watercourses	• Percentage of river and groundwater units in the plan area whose biological and/or chemical quality is rated as good. • Household consumption of water per day. • Number of dwellings completed which exceed. Building Regulations standards for water efficiency. • Commercial consumption of water per day. • Number of commercial developments completed with water efficiency measures implemented.	• In House monitoring • Water Resource Management Plans for the area (five years) • Environment Agency data https://environment.data.gov.uk • Building regulations final certificates	Annual

9. Conclusion

9.1 Throughout the plan-making process the Council's decision making has been informed by the sustainability performance of options identified during the accompanying SA process. Sustainability is a fundamental goal and a consistent thread running throughout the Draft Spelthorne Local Plan. The SA has provided recommendations to the Council in an iterative process that are typically in the form of policy wording changes, or development management related recommendations for site allocations, designed to help avoid or minimise negative impacts and to enhance positive impacts. Many of these recommendations have been adopted by the Council and have made a provable improvement to the sustainability performance of the Draft Spelthorne Local Plan.

9.2 The Council has conducted the Sustainability Appraisal in line with the SEA Regulations. The appraisal shows that the Regulation 19 Draft Local Plan policies will have a positive effect, to varying degrees, against all Sustainability Appraisal objectives. In addition, cumulatively, the Regulation 19 Draft Local Plan will have a positive effect on the sustainability of Spelthorne. Furthermore, the sites allocated for development are the most sustainable sites considered against all reasonable alternatives.

10. Next Steps

Stage C: The Sustainability Appraisal Report (this document)

This SA Report, which must be prepared alongside the Regulation 19 Draft Local Plan for statutory public consultation, is the key output of the appraisal process.

Task C1: Preparing the Sustainability Appraisal Report

In line with best practice, the Council has published SA Reports for public consultation at both the Regulation 18 and 19 stages in order to present the outcome of Stages A and B. The Council will then prepare a final SA Report, incorporating any amendments, for submission to the Secretary of State alongside the Draft Local Plan. The final SA Report will be examined as part of the Local Plan evidence base and help to demonstrate why the policies and proposals in the Local Plan are the most appropriate.

The SA Report includes a short, non-technical summary of the information within the main report. The summary should be prepared with a range of readers in mind and provide a clear overview of the process and findings.

Stage D: Consulting on the Regulation 19 Draft Local Plan and the Sustainability Appraisal Report (this consultation)

Stage D involves the following Task:

Task D1: Seek representations on SA report from consultation bodies and the public.

The Council must consult the consultation bodies and other parties who are affected or likely to be affected by, or have an interest in, the decisions involved in the assessment or making of the plan as described above.

Stage E: Monitoring the Significant Effects of Implementing the DPD

Stage E involves monitoring the significant effects of the plan in order to measure its performance against sustainability objectives and inform future policy revisions:

Task E1: Finalising aims and methods for monitoring;

Task E2: Monitor significant effects of implementing the Local Plan; and

Task E3: Respond to adverse effects.

Planning authorities should monitor the significant environmental effects of implementing the Local Plan in order to identify unforeseen adverse effects at an early stage and enable appropriate remedial actions. Details of monitoring arrangements must be included in the SA Report, the post adoption statement or in the Local Plan itself. Monitoring results should be reported on a regular basis in the Authority Monitoring Report (AMR). The Council's Monitoring Framework is set out in Chapter 8 of the Draft Local Plan document.

Appendices

Appendix A: Sustainability Appraisal of Policies

ST1: Presumption in Favour of Sustainable Development							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	+	0	+	+	+	+	This policy will ensure that the required number of homes are provided over the plan period and meet all community needs.
2. Health	+	0	+	+	+	+	Through ensuring that development improves the social condition of the Borough, positive impacts are expected.
3. Flood risk	+	0	+	+	+	+	The policy aims to minimise flood risk within the Borough and promotes the use of sustainable urban drainage systems.
4. Land and Soil	+	0	+	+	+	+	With a presumption in favour of sustainable development, it is expected that there will be a more efficient use of land over time.
5. Pollution	+	0	+	+	+	+	The implementation of this policy is expected to improve air and noise pollution with an onus on seeking to secure environmental condition improvements.
6. Biodiversity	+	0	+	+	+	+	By ensuring development improves the environmental condition of the Borough, the approach is considered to have a positive impact on Objective 6.
7. Heritage	+	0	+	+	+	+	Development is expected to improve the social environment, including heritage assets.
8. Open space and landscape.	+	0	+	+	+	+	By ensuring development improves the environmental condition of the Borough, positive impacts are expected from the preservation of biodiversity through to the conservation and enhancement of natural habitats and landscapes.
9. Transport	+	0	+	+	+	+	The policy aims to support sustainable development, whilst securing

							improvements to social, environmental and economic conditions. As such, positive impacts on travel would be expected with more active and sustainable modes facilitated.
10. Economic Dev.	+	0	+	+	+	+	Economic betterment is a key pillar of sustainable development therefore the approach is considered to have a positive impact on Objective 10.
11. Climate Change	+	0	+	+	+	+	A reduction in energy consumption and the efficient use of renewable forms of energy to combat greenhouse gas emissions will be promoted through this policy. This is a key part of sustainable development which in turn will positively impact Objective 11.
12. Water	+	0	+	+	+	+	The policy seeks to secure development that improves the economic, social and environmental conditions of the Borough, including the quality and efficient use of water. Approved developments will be required to positively contribute through this policy.
Summary: The policy aims to facilitate sustainable development, with positive impacts on social, environmental and economic objectives. This policy seeks to achieve Sustainable Development across the Borough as all development must adhere to its principles.							
Possible Mitigation: Not applicable.							
Conclusion: The policy has very sustainable impacts in environmental, social and economic terms.							

ST2: Planning for the Borough – Spatial Development Strategy							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	+	0	+	+	+	+	The policy aims to meet all needs and would move towards meeting the needs of specific groups. Opportunities to redevelop brownfield sites in the urban area and increase affordability with Green Belt sites.
2. Health	+	0	+	+	+	+	This policy aims to meet development needs and by doing so, positive impacts on health and wellbeing can be expected. This is

							through improved affordability, job creation and reduced inequalities.
3. Flood risk	-	0	0	-	-	-	Development of some land in flood zones, particularly in Staines, but this will reduce the need to build on the highest risk areas in the Green Belt. Green Belt sites will result in the loss of permeable surfaces but overall, development schemes will provide the opportunity to incorporate sustainable urban drainage. The borough is severely constrained by flood risk therefore accommodating the proposed level of development can be expected to increase the number of people vulnerable to flood risk. Appropriate layouts and flood mitigation measures are therefore required.
4. Land and Soil	+	0	+	+	?	?	A significant proportion of the land supply is in the urban area, with remediation opportunities expected. Loss of greenfield land as sites are delivered over time but there is still an element of uncertainty as to the layout of schemes and implications for land use. The policy expects development to optimise densities in sustainable locations.
5. Pollution	?	0	?	?	?	?	All of Spelthorne is an AQMA and the level of development proposed may exacerbate existing issues across the borough however impacts are largely unknown at this stage as are dependent upon any measures to overcome impacts that are included within schemes.
6. Biodiversity	0	0	0	0	0	0	A large proportion of development sites are in the urban area therefore will avoid impacts on biodiversity. A number of sites are however in the Green Belt and on greenfield land so are likely to result in loss of space. Increased pressure on local nature areas may negatively impact biodiversity.
7. Heritage	0	0	0	0	0	0	The policy aims to provide a dispersal of development. Green Belt release and the development of the urban area may have long term impacts on heritage assets and their settings if they are not well designed to complement the existing townscape but overall neutral impacts are expected.
8. Open space and landscape.	0	0	0	0	0	?	The overall strategy focuses mostly on the urban area and smaller Green Belt sites that make a limited strategic contribution. There will however still be a loss of greenfield

							land and this could alter character of the area. Mitigation could therefore include appropriate screening and landscaping as well as sensitive design and layout.
9. Transport	+	0	+	+	+	+	Aims to facilitate more mixed-use development and allow the Borough's most sustainable locations to be prioritised. Development of some Green Belt is likely to increase reliance on private cars, but land located closest to the urban area is prioritised. Impacts are dependent upon how schemes are implemented.
10. Economic Dev.	+	0	+	+	+	+	Potential for more mixed development and the incorporation of more commercial uses could enable growth. Potential regeneration opportunities in each settlement area. Protection of existing employment areas. Approach likely to strengthen Spelthorne's economy and will ensure that local people benefit through increased access to jobs, training and other facilities.
11. Climate Change	?	?	?	?	?	?	The impacts are largely scheme-dependent and so are largely unknown at this stage. Mixed development could reduce the need for travel with the potential to move towards a low carbon economy. Homes in the Green Belt are likely to be more energy efficient and may enable on site de-centralised energy generation. The redevelopment of existing buildings will enable the provision of more energy efficient homes.
12. Water	?	0	?	?	?	?	The impacts are largely unknown at this stage as this is somewhat dependent upon how schemes are designed and implemented.
Summary: The policy aims to meet the borough's development needs therefore overall impacts on social and economic objectives are generally positive. Since the Reg 18 stage, the policy has strengthened its protection of employment land and reuse of land with more positive impacts on land use and the economy expected. The policy also designates less development on greenfield land, prioritising brownfield sites therefore environmental impacts are reduced.							
Possible Mitigation: Impacts may be minimised through sustainable construction, permeable surfaces, sensitive design and sustainable travel measures.							
Conclusion: The policy is considered to be sustainable with positive impacts on social and economic objectives. There is some uncertainty regarding environmental impacts as this is largely associated with how schemes are implemented. Flood risk mitigation will help to overcome negative impacts.							

SP1: Staines-upon-Thames

	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	+	0	+	++	++	++	A specific policy for Staines will provide control and support high density housing development in this area, recognising this will be a key focus for housing.
2. Health	+	0	+	+	+	+	SP1 encourages new community infrastructure and facilities, including healthcare. With a significant amount of development proposed through this option, this is likely to encourage a shift to more localised services and sustainable travel.
3. Flood risk	0	0	0	0	-	0	The significant level of growth associated with this option is likely to increase the population in flood risk areas, with a significant proportion of land at risk of flooding in Staines. There is however an opportunity to manage flood risk by planning at a more strategic level through this option which is closely associated with the Staines Development Framework. The policy also requires flood risk infrastructure to be incorporated where necessary. Negative impacts may however arise over time associated with the level of development proposed in the area.
4. Land and Soil	+	0	+	+	++	++	This option will allow for the holistic planning of Staines, with the opportunity to use land efficiently and develop at high densities over time. This option will give some control over how the area is developed, with more development expected in the long term. More widely, this policy will help to utilise brownfield land and steer development away from greenfield land across Spelthorne.
5. Pollution	0	0	0	0	0	0	More opportunities for sustainable and active travel with a strategic policy on Staines. It is anticipated that this option will reduce reliance on cars, however the level of development proposed in the town will likely lead to an increase and pollution and also exposure to pollution from the road network and rail line (noise).
6. Biodiversity	+	0	+	+	+	+	This policy links to the Staines Development Framework which will guide sustainable development, supporting the provision of

							biodiversity gains across the town centre.
7. Heritage	+	0	+	+	+	+	This policy links to the Staines Development Framework which will require sensitive design and recognise the need to enhance and protect the historic environment.
8. Open space and landscape.	+	0	+	+	+	+	The Staines Development Framework to which this policy links, seeks to protect the landscape and townscape and also seeks to provide amenity space for the growing population.
9. Transport	+	0	+	+	+	++	More opportunities for sustainable and active travel modes with reduced reliance on the private car over time. More widely this will encourage a modal shift to sustainable transport.
10. Economic Dev.	+	0	+	+	++	+	This option could promote economic growth and encourage businesses to locate here through the holistic planning of the town centre, including a variety of uses, particularly through the SDF. More positive impacts are expected in the long term as increased residential development is expected to have knock on effects for economic growth in the town centre.
11. Climate Change	+	0	0	+	+	+	This option promotes combined heat and power opportunities and renewable energy from concentrated development in the town centre.
12. Water	?	0	?	?	?	?	The impacts are largely unknown at this stage as this is somewhat dependent upon how schemes are designed and implemented. Further stakeholder involvement, for example with water utilities providers, is anticipated through the Staines Development Framework.

Summary:
Impacts on the SA Objectives are generally positive as the Staines Development Framework provides the opportunity for holistic planning of the town centre. The significant level of development proposed will help to address needs, however may lead to pressure on resources and the environment. Since the Reg 18 stage the policy has strengthened its reference to the Staines Development Framework and zoning exemptions, with positive impacts on character and also on affordable housing provision.

Possible Mitigation:
Mitigation could include sustainable construction, energy efficiency measures and sustainable transport links. Infrastructure provision should also be strengthened.

Conclusion:
Overall the policy is expected to have a positive impact on social, economic and environment objectives. Flood risk has been identified as a negative impact however the policy has strengthened its reference to flood risk mitigation to reduce effects.

SP2: Ashford, Shepperton and Sunbury Cross

	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	+	0	+	+	+	+	Having a specific policy will allow more control over the provision of housing in terms of quality and type. More housing expected over time. This approach will ensure that growth takes place in the most appropriate locations and that the benefits of growth are secured to meet the needs of both existing and future residents. Significant positive impacts are expected for the Sunbury Cross area.
2. Health	+	0	+	+	+	+	SP2 encourages new healthcare provision and local facilities. This policy offers opportunities to encourage sustainable and active modes of travel through improvements to local bus networks and to the public realm to enhance safety and connectivity. Leisure provision is also supported.
3. Flood risk	0	0	0	0	-	0	The settlements referred to in this policy are generally outside the areas at risk of flooding, although some small areas are within flood zone 2, therefore impacts could worsen over time. This policy encourages the development of brownfield land and as such will help to avoid the loss of permeable greenfield land.
4. Land and Soil	+	0	+	+	+	+	This policy will make an efficient use of land in each urban settlement area and will encourage higher densities where appropriate.
5. Pollution	0	0	0	0	0	0	The whole of Spelthorne is within an AQMA therefore directing development to areas already polluted may exacerbate impacts. The policy seeks to improve air quality and seeks to improve active/sustainable travel, however more broadly development is likely to increase and in turn have knock on effects for pollution.
6. Biodiversity	+	0	+	+	+	+	This policy seeks to provide open space which is likely to have positive impacts for biodiversity.
7. Heritage	+	0	+	+	+	+	The policy seeks to preserve and enhance the local character of areas including Conservation areas and heritage assets. The policy also seeks to improve the public realm which is likely to positively impact local character,

8. Open space and landscape.	+	0	0	+	+	+	Opportunity to incorporate high quality, urban open spaces through this policy and impacts will grow over time.
9. Transport	+	0	+	+	+	+	More opportunities for sustainable and active transport modes with a reduction in the need to travel and the reliance on cars over time. The policy lists opportunities to improve local provision in each settlement area.
10. Economic Dev.	+	0	+	+	++	+	This option seeks opportunities to enhance retail provision in town centres with more positive impacts expected overtime with a wider offer.
11. Climate Change	+	0	0	+	+	+	This policy promotes combined heat and power opportunities and renewable energy from concentrated development in the town centres.
12. Water	?	0	?	?	?	?	The impacts are largely unknown at this stage as this is somewhat dependent upon how schemes are designed and implemented.
Summary: Impacts on the SA Objectives are generally positive as the policy seeks to enhance each settlement area and guide development to sustainable locations. The level of development proposed will help to address needs, however may lead to pressure on resources and the environment. Since the Reg 18 stage, the policy has improved its requirement for sustainable and active travel links, as well as public realm improvements with positive impacts on health, travel, and character.							
Possible Mitigation: Mitigation could include sustainable construction, energy efficiency measures and sustainable transport links. Infrastructure provision should also be strengthened.							
Conclusion: Overall the policy is considered to be sustainable,							

SP3: Stanwell and Stanwell Moor							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	+	0	+	+	+	+	The policy has been updated to support sustainable housing provision
2. Health	+	0	+	+	+	+	This policy encourages new and accessible social/community and healthcare facilities.
3. Flood risk	0	0	0	0	0	0	Neutral impacts expected.
4. Land and Soil	0	0	0	0	0	0	Neutral impacts expected.
5. Pollution	0	0	0	?	?	0	Neutral impacts expected in the short term however in the medium to long term impacts are unknown given the close proximity to Heathrow.
6. Biodiversity	+	+	+	+	+	+	The policy seeks to conserve and enhance natural habitats and secure a net gain in biodiversity.

							The policy refers to Staines Moor and the Colne Valley Regional Park therefore positive impacts can be expected locally and more widely across the borough boundaries.
7. Heritage	+	0	+	+	+	+	The policy seeks to preserve and enhance the local character of areas including Conservation areas and heritage assets.
8. Open space and landscape.	+	+	+	+	+	+	The policy seeks opportunities for new and enhanced open spaces within Stanwell and Stanwell Moor. It also seeks to protect and enhance Staines Moor and the Colne Valley Regional Park with positive impacts on the landscape expected.
9. Transport	+	+	+	+	+	+	The policy supports active travel and will promote sustainable transport and reduce transport related contributions to climate change. In the long term, improved access to Heathrow Airport is anticipated.
10. Economic Dev.	+	0	+	+	+	+	Economic benefits expected due to planned improved access to Heathrow Airport bringing about employment opportunities.
11. Climate Change	+	0	0	+	+	+	Renewable and low carbon energy solutions will be expected to be incorporated in all new development
12. Water	?	0	?	?	?	?	The impacts are largely unknown at this stage as this is somewhat dependent upon how schemes are designed and implemented.
Summary: Impacts on the SA Objectives are generally positive as the policy seeks to enhance Stanwell and Stanwell Moor. Since the Reg 18 stage the policy has strengthened its reference to biodiversity preservation and enhancement/restoration of minerals sites. This has positive impacts on biodiversity, open space and landscape.							
Possible Mitigation: Any impacts on the environment could be mitigated through sustainable construction, energy efficiency measures and sustainable transport links. Infrastructure provision should also be strengthened.							
Conclusion: Overall the policy is considered to be sustainable as positive impacts are expected with the opportunity to meet the needs of the community.							

SP4: Colne Valley Park							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	0	0	0	0	0	0	Neutral impacts expected.
2. Health	+	+	+	+	+	+	A specific policy will positively reinforce the role of the park and will likely lead to health and wellbeing benefits in the borough and more widely.

3. Flood risk	0	0	0	0	0	0	Neutral impacts expected.
4. Land and Soil	0	0	0	0	0	0	The policy maintains the role of the Colne Valley Park and as such does not remediate land or impact soil. Neutral impacts are expected.
5. Pollution	0	0	0	0	0	0	This policy will support the objectives of the Park and is not expected to have positive or negative impacts on pollution.
6. Biodiversity	+	+	+	+	+	+	The policy aims to conserve and enhance biodiversity of the Park therefore positive impacts are expected.
7. Heritage	+	+	+	+	+	+	The policy seeks to positively implement the Park's objectives, one of which is to maintain and enhance the historic environment and conservation value. As such, positive impacts are expected.
8. Open space and landscape.	+	+	+	+	+	+	The policy seeks to positively implement the Park's objectives, one of which is to provide countryside recreation and enhance its landscape. As such, positive impacts are expected.
9. Transport	0	0	0	0	0	0	Neutral impacts are expected.
10. Economic Dev.	+	+	+	+	+	+	The policy positively recognises the role of the park in achieving a vibrant and sustainable rural economy. As such, positive impacts are expected.
11. Climate Change	0	0	0	0	0	0	Neutral impacts are expected.
12. Water	0	0	0	0	0	0	This policy is expected to have neutral impacts on water quality and the efficiency of water use. Given the function of the Park and lack of water impacts, neutral influences on water are expected.
Summary: Overall the policy has positive impacts on the environment, society and the economy. The Reg 19 policy now includes a reference to the Council's membership of the Colne Valley Regional Park meaning trans-boundary impacts are improved as the Council more opportunity to improve the wider park.							
Possible Mitigation: Careful design of any new proposals and consideration of how the Park and its setting could be impacted.							
Conclusion: The policy is sustainable and seeks to protect the Colne Valley Park and its regional role in the wider context.							

SP5: River Thames and its tributaries

	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	0	0	0	0	0	0	Neutral impacts expected.
2. Health	+	+	+	+	+	+	The policy acknowledges the recreation and leisure value of the River Thames in the Borough, in addition to its wider role. As such, positive impacts on health and wellbeing are anticipated.
3. Flood risk	+	0	0	+	+	+	The policy is expected to reduce severity of a flood event in the long term through the River Thames Scheme, which is supported here.
4. Land and Soil	0	0	0	0	0	0	Neutral impacts expected.
5. Pollution	0	0	0	0	0	0	The policy is expected to have neutral impacts on pollution objectives as no direct impacts are identified.
6. Biodiversity	+	+	+	+	+	+	The policy seeks to protect and enhance the river and its setting as a valuable resource for biodiversity. As such positive impacts are expected.
7. Heritage	+	+	+	+	+	+	The policy recognises that the River is strategically important and an iconic feature of Spelthorne. It seeks to conserve and enhance the character and setting, therefore positive impacts are expected.
8. Open space and landscape.	+	+	+	+	+	+	This policy recognises that the River is strategically important and is an iconic feature of Spelthorne. It seeks to conserve and enhance the landscape value in the borough and more widely and therefore positive impacts are expected.
9. Transport	+	+	0	+	+	+	Over time positive impacts can be expected. This option recognises the economic benefits of the Thames and its role in supporting river-related businesses, which could boost river ferry uses in future in the borough and beyond.
10. Economic Dev.	+	0	+	+	+	+	This policy recognises the economic value of the River Thames and that it is an important asset to the Borough. Enhancements supported through the policy are expected to have positive impacts.
11. Climate Change	0	0	0	0	0	0	Neutral impacts are expected.
12. Water	0	0	0	0	0	0	This policy is expected to have neutral impacts on water quality and the efficiency of water use.
Summary: The policy has positive impacts on the environment but also on health and the economy given the support for the River Thames Scheme and the associated benefits identified. Since the Reg 18 stage, the policy has been							

strengthened to include reference to Environment Agency consultation and has also included more detail on tributaries. This specific text improves impacts on flood risk and biodiversity.
Possible Mitigation: Protection of the quality of the River and its landscape role and setting.
Conclusion: The policy protects navigation, views, local character, biodiversity, green infrastructure and amenity of the river.

SP6: Heathrow Airport

	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	0	0	0	0	0	0	Neutral impacts expected.
2. Health	?	?	?	?	?	?	Unknown impacts
3. Flood risk	?	?	?	?	?	?	Unknown impacts - dependent on impacts upon local watercourses.
4. Land and Soil	-	-	-	-	-	-	This policy supports a future expansion of Heathrow which will result in land take.
5. Pollution	-	-	-	-	-	-	This policy supports the expansion of the airport which could have negative impacts on pollution. There are also unknowns associated with the nature of the expansion. This policy supports a modal shift towards more sustainable travel. However, it is unlikely to significantly mitigate pollution impacts.
6. Biodiversity	?	?	?	?	?	?	Unknown impacts at this stage. Whilst this supports the protection and enhancement of environmental sites, by supporting the expansion this will result in land take and could negatively impact biodiversity.
7. Heritage	?	?	?	?	?	?	This policy aims to preserve, conserve and enhance the historic environment, however, given the scale of the proposed expansion, access to and the quality of heritage assets and their settings are likely to be significantly impacted. The overall impacts are unclear at this stage as this depends on how schemes materialise.
8. Open space and landscape.	?	?	?	?	?	?	The character and distinctiveness of the area could be negatively impacted by the development proposals if they do not relate well to the surrounding townscape. The overall impacts are unclear at this stage as this depends on how schemes materialise.
9. Transport	?	?	?	?	?	?	This policy promotes sustainable modes of travel and seeks to minimise the use of private vehicles. However, negative impacts are still expected given that vehicular movements will rise

							significantly and there is uncertainty over delivery of new transport infrastructure.
10. Economic Dev.	+	+	+	++	++	++	Positive impacts are expected on the Borough's economy. This would help to focus economic growth to appropriate locations, with growing positive impacts over time if the expansion takes place.
11. Climate Change	-	-	-	-	-	-	This policy may offset some of the impacts on the environment, although negative impacts are still expected. There are unknowns as this is dependent upon how the airport is expanded.
12. Water	?	?	?	?	?	?	Unknown impacts are expected for both options. There may be some impacts on the quality of watercourses through development proposals and re-channeling. There could be an impact on local water sources, but this is largely dependent upon how development is built out.
Summary: The policy supports the expansion of Heathrow Airport however there are a lot of unknowns regarding the expansion of how it and this may come about. The policy has been amended since the Reg 18 policy to account for the change in the airport expansion plans. There are more unknowns, but the policy aims to mitigate environmental impacts.							
Possible Mitigation: Protection of the environment including biodiversity, watercourses and air quality.							
Conclusion: Due to the uncertainties associated with any possible expansion of Heathrow Airport there are many unknowns for the policy. The policy has included measures mitigate negative impacts and this increases its sustainability credentials.							

H1: Homes for All							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	++	0	++	++	++	++	The policy will help to meet housing needs in the borough and address specific housing requirements.
2. Health	+	0	+	+	+	+	The policy will ensure that development is located in a sustainable location which would positively impact health and wellbeing. Accessible and specialist accommodation will help to improve the health of the population.
3. Flood risk	0	0	0	0	0	0	New development will be required to incorporate sustainability measures which are likely to neutralise flooding impacts, however there may be some uncertainty with impacts scheme dependent.

4. Land and Soil	+	0	+	+	+	+	More brownfield land will be built on through this policy. Some unknowns regarding impacts on greenfield land but generally there will be opportunities for remediation and an efficient use of land.
5. Pollution	0	0	0	0	0	0	The level of increase in development expected through the policy is expected to have negative impacts on air and noise pollution however there will be energy efficiency a sustainable locations. Potential impacts are dependent on where and how schemes are implemented. Mitigation could include energy efficiency measures and screening from pollution sources.
6. Biodiversity	0	0	0	0	0	0	Impacts are reliant on how biodiversity net gain schemes are implemented, therefore overall neutral impacts are expected.
7. Heritage	0	0	0	0	0	0	Neutral impacts expected - there could be opportunity to enhance heritage assets and their settings but also there is a risk of negative impacts through redevelopment therefore overall impacts are neutral.
8. Open space and landscape.	0	0	0	0	0	-	Possible long term negative impacts on the Borough's landscape with additional housing development.
9. Transport	0	0	0	0	0	0	Neutral impacts expected through this policy.
10. Economic Dev.	+	0	+	+	+	+	This policy will protect employment uses and designated areas. It will contribute to the Borough's labour supply and focus development in and adjacent to the urban areas, with positive impacts expected.
11. Climate Change	0	0	0	0	0	0	Neutral impacts are expected. New development should incorporate low carbon technologies and use sustainable construction.
12. Water	0	0	0	0	0	0	Neutral impacts are expected.

Summary:
This policy has positive impacts on housing provision, health and land use. There may be negative impacts on the landscape in the long term with more land take and change to accommodate more development. Since the Reg 18 stage, the policy has removed reference to smaller than studio apartments to ensure that space standards are followed with more positive impacts on health and wellbeing.

Possible Mitigation:
Mitigation could include suitable design and layout to minimse impacts.

Conclusion:
The policy will promote positive impacts for occupants of new homes. Largely positive impacts particularly for occupants of the new homes, and seeks to boost inclusivity.

H2: Affordable Housing

	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	+	0	+	+	+	+	Affordable housing provision will help to meet local needs.
2. Health	+	0	+	+	+	+	This policy is expected to have a positive impact on reducing social exclusion by seeking to integrate affordable housing throughout development sites. This will also reduce inequalities.
3. Flood risk	0	0	0	0	0	0	Neutral impacts expected.
4. Land and Soil	0	0	0	0	0	0	Neutral impacts expected.
5. Pollution	0	0	0	0	0	0	Neutral impacts expected.
6. Biodiversity	0	0	0	0	0	0	Neutral impacts expected.
7. Heritage	0	0	0	0	0	0	Neutral impacts expected.
8. Open space and landscape.	0	0	0	0	0	0	Neutral impacts expected.
9. Transport	0	0	0	0	0	0	Neutral impacts expected.
10. Economic Dev.	0	0	0	0	0	0	Neutral impacts expected.
11. Climate Change	0	0	0	0	0	0	Neutral impacts expected.
12. Water	0	0	0	0	0	0	Neutral impacts expected.
Summary: The policy has positive impacts on housing and health. Since the Reg 18 stage, the reference to a viability review mechanism has been included to maximise affordable housing provision.							
Possible Mitigation: Policy takes account of viability and also includes a review mechanism to boost affordable housing provision.							
Conclusion: This policy has overall a positive impact, maximising delivery of a mix of affordable housing by size and tenure.							

H3: Gypsy, Traveller and Travelling Showpeople Pitches and Plots							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	++	0	++	++	++	++	This policy will allow needs to be met, particularly in the short term whereby historic under delivery can be addressed. Positive impacts are expected as pitches and plots are provided.
2. Health	+	0	+	+	+	+	This option will result in positive impacts from increased security of pitches and plots, which in turn will facilitate access to health and wider community infrastructure.
3. Flood risk	0	0	0	0	0	0	Neutral impacts expected. Permeable surfaces would help to mitigate impacts of developing greenfield sites.
4. Land and Soil	0	0	0	0	0	0	The provision of new pitches and plots will result in greenfield land take but the amount is considered to be limited and generally neutral impacts are expected.

5. Pollution	0	0	0	0	0	0	A small amount of development is anticipated through this policy therefore any rise in pollution is likely to be insignificant with neutral impacts expected overall.
6. Biodiversity	0	0	0	0	0	0	Neutral impacts expected.
7. Heritage	0	0	0	0	0	0	Neutral impacts expected.
8. Open space and landscape.	-	0	-	0	0	0	The pitches and plots to be provided are relatively low density and the small amount overall is considered to have a largely insignificant impacts on the landscape. There could be short term negative impacts as the sites establish themselves as the sites are greenfield land and provide a green buffer from nearby development.
9. Transport	0	0	0	0	0	0	Neutral impacts expected.
10. Economic Dev.	0	0	0	0	0	0	Neutral impacts expected.
11. Climate Change	0	0	0	0	0	0	Neutral impacts are expected. New development should incorporate low carbon technologies and use sustainable construction.
12. Water	0	0	0	0	0	0	Neutral impacts expected.
Summary: Since the preferred options, specific sites have been identified therefore this has reduced the amount of uncertain impacts. The small number of sites is considered to have a limited impact on the wider area.							
Possible Mitigation: Any impacts on nearby areas should be mitigated through screening, sustainable construction and permeable surfaces.							
Conclusion: This policy seeks to meet a specific community need and will promote positive impacts for the Gypsy, Traveller and Travelling Showpeople community.							

E1: Green Belt							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	0	0	0	0	0	0	Neutral impacts expected on the housing objective.
2. Health	0	0	0	0	0	0	Neutral impacts expected on health and wellbeing.
3. Flood risk	0	0	0	0	0	0	Neutral impacts expected.
4. Land and Soil	0	0	0	0	0	0	Neutral impacts expected.
5. Pollution	0	0	0	0	0	0	Neutral impacts expected.
6. Biodiversity	0	0	0	0	0	0	Neutral impacts expected.
7. Heritage	0	0	0	0	0	0	Neutral impacts expected.
8. Open space and landscape.	+	+	+	+	+	+	Positive impacts are expected on the protection of the landscape. The policy seeks to protect the Green Belt from inappropriate development and will therefore have a positive effect on the SA objective.
9. Transport	0	0	0	0	0	0	Neutral impacts expected.

10. Economic Dev.	0	0	0	0	0	0	Neutral impacts expected.
11. Climate Change	0	0	0	0	0	0	Neutral impacts expected.
12. Water	0	0	0	0	0	0	Neutral impacts expected.
Summary: The policy is considered to be sustainable with positive impacts on the environment and landscape character.							
Possible Mitigation: As this is national policy, room for mitigation is limited.							
Conclusion: Overall the policy seeks to protect the environment and fulfil national guidance.							

E2: Managing Flood Risk							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	0	0	0	0	0	0	Neutral impacts expected on the housing objective.
2. Health	+	0	+	+	+	+	This policy requires development to address flood risks and contributes to a safe and secure environment.
3. Flood risk	+	0	+	+	++	+	This policy is aims to address flood risk issues. Positive impacts are expected from flood alleviation schemes which are likely to materialise in the longer term.
4. Land and Soil	0	0	0	0	0	0	Neutral impacts expected.
5. Pollution	0	0	0	0	0	0	Neutral impacts expected on pollution.
6. Biodiversity	+	0	0	0	+	0	The policy supports the River Thames Scheme which aims to create new green spaces and enhance the social and environmental value of the river.
7. Heritage	0	0	0	0	0	0	Neutral impacts expected on heritage assets.
8. Open space and landscape.	+	0	0	0	+	0	The policy supports the River Thames Scheme which aims to create new green spaces and enhance the social and environmental value of the river.
9. Transport	0	0	0	0	0	0	Neutral impacts expected on transport.
10. Economic Dev.	+	0	0	0	+	0	There is likely to be some protection against flood risk impacts for businesses and employees which will have minor positive impacts. As the River Thames Schemes comes forward in the long-term positive impacts can be expected given the security provided to businesses.
11. Climate Change	+	0	+	+	+	+	This policy includes measures to alleviate the effects of flooding in relation to climate change.
12. Water	+	0	+	+	+	+	Beneficial impacts identified with respect to improving water quality in rivers and streams

Summary:
This policy seeks to reduce flood risk and positively impact the environment. Support for the River Thames Scheme has positive impacts on biodiversity, open space and economic development. Since Reg 18, the policy strengthened its reference to the River Thames Scheme and has also incorporated more specific measures to alleviate flood risk.

Possible Mitigation:
In areas at risk of flooding, or on any other proposal where safe access/egress cannot be achieved, suitable flood risk mitigation and management plans must be submitted.

Conclusion:
New development should be planned to avoid increased vulnerability to the range of impacts arising from climate change, such as increased risk of flooding. The policy sets out the Sequential Test to guide development to less risky locations and the Exception Test to allow redevelopment of existing developed sites in the higher risk flood zones. Developments should also take into account the requirements of the implementation of current and future improvements to the River Thames flood defences. The River Thames Scheme is a proposed programme of projects and investment to reduce flood risk. SUDS will help reduce surface water flooding. This policy should make homes and communities more resistant and/or resilient to flooding.

E3: Environmental Protection

	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	0	0	0	0	0	0	Neutral impacts expected on the housing objective.
2. Health	+	0	+	+	++	+	This policy is expected to lead to positive impacts on health and this is expected to improve in time as distinctive local issues are addressed and pollution is reduced.
3. Flood risk	+	0	0	+	+	+	The policy encourages an increase in the use of Sustainable Drainage Systems (SuDS) in properties. This is expected to result in medium to long term benefits for flood protection.
4. Land and Soil	+	0	+	+	++	+	The policy addresses land contamination and requires suitable remediation. Positive impacts are therefore expected over time as improvements accrue.
5. Pollution	+	0	+	+	+	+	The policy seeks to address air and noise issues within new developments therefore positive impacts are expected on this objective.
6. Biodiversity	+	0	+	+	+	+	The policy seeks to address noise, light and water pollution therefore positive impacts on biodiversity are expected with less disturbance.
7. Heritage	0	0	0	0	0	0	Neutral impacts expected on heritage assets.
8. Open space and landscape.	+	0	0	0	+	0	Reduced disruption from air, noise, light and water pollution wil help to preserve the landscape and minimise negative impacts.
9. Transport	0	0	0	0	0	0	Neutral impacts expected on transport.
10. Economic Dev.	0	0	0	0	0	0	Neutral impacts expected on economic growth.

11. Climate Change	+	0	+	+	+	+	The policy seeks to reduce emissions and improve air quality therefore positive impacts are expected on climate change.
12. Water	+	+	+	+	++	+	Positive impacts are expected on water from this policy. Significant positive impacts are expected in the longer term as the implementation of the Water Framework Directive will ensure that the ecological status of the Borough's drinking water sources and protected sites are safeguarded.
Summary: The policy generally has positive impacts on the environment with measures expected to reduce pollution across the borough and also across boundaries. Since the Reg 18 consultation, reference to air quality mitigation has been strengthened, as well as land contamination requirements.							
Possible Mitigation: The central role of the policy is to require mitigation to address environmental issues and protect the Borough from negative impacts.							
Conclusion: By seeking to protect the environment and reduce negative impacts such as pollution, the policy is considered to be sustainable.							

E4: Green and Blue Infrastructure							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	0	0	0	0	0	0	Neutral impacts expected on the housing objective.
2. Health	+	0	+	+	+	+	The policy is considered to have positive impacts on wellbeing and healthy lifestyles with improved access to biodiversity and the wider green/blue infrastructure network.
3. Flood risk	0	0	0	0	0	0	Neutral impacts expected on flooding.
4. Land and Soil	+	0	+	+	+	+	Positive impacts on soil expected through this option.
5. Pollution	+	0	+	+	+	+	Positive impacts are expected on air and noise pollution as the policy seeks to enhance local biodiversity. Securing biodiversity net gain is expected to boost green land uses and in turn positively impact pollution.
6. Biodiversity	++	0	+	+	++	+	Significant positive impacts are expected over time due to aspirations to protect and enhance the environment which in turn will boost biodiversity.
7. Heritage	0	0	0	0	0	0	Neutral impacts expected on heritage assets.
8. Open space and landscape.	+	0	0	0	+	+	The policy is expected to have neutral impacts in the short and medium term, whilst positive impacts are expected in the longer term. As local biodiversity is

							enhanced, it is likely to result in improvements to the setting and character of biodiversity hotspots, for example Staines Moor, which is an important part of the Borough's landscape.
9. Transport	0	0	0	0	0	0	Neutral impacts expected on transport.
10. Economic Dev.	0	0	0	0	0	0	Neutral impacts expected on economic growth.
11. Climate Change	+	0	+	+	+	+	The maintenance and enhancement of the green and blue infrastructure network is expected to limit the impacts of climate changes and help to lower emissions.
12. Water	+	0	+	+	+	+	Positive impacts are expected through the preservation of wetlands and the recognition of habitats. This is likely to help to maintain water quality and avoid negative impacts.
Summary: The policy generally has positive impacts on the environment with measures expected to enhance the green and blue infrastructure network and in turn positively impact biodiversity, soil, water and the landscape. Since the Reg 18 consultation, the policy has strengthened its reference to specific quality standards, as well as long term stewardship which will enable effective management and maintenance of infrastructure.							
Possible Mitigation: Where development impacts the green and blue infrastructure network, it should be demonstrated how impacts can be overcome.							
Conclusion: The Green and Blue Infrastructure policy is positive in terms of sustainability, habitats, pollution and amenity value.							

E5: Open Space							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	0	0	0	0	0	0	Neutral impacts expected on the housing objective. There may be some tension between housing provision and open space provision however this is not considered strong enough to tip the scoring.
2. Health	+	0	+	+	++	+	The policy seeks to address existing deficiencies in open space and new open space provision. More positive impacts are expected in the long term as provision is increased. The policy also takes account of local evidence and addresses specific needs.
3. Flood risk	0	0	0	0	0	0	Neutral impacts expected on flooding.
4. Land and Soil	?	0	?	?	?	?	impacts on land and soil unknown at present as it depends how and where open space provision schemes are implemented.
5. Pollution	0	0	0	0	0	0	The policy seeks to improve the accessibility of open space which

							could boost active travel and reduce pollution therefore minor positive impacts are expected, however, not enough to sway the scoring.
6. Biodiversity	?	?	?	?	?	?	The impacts on biodiversity are uncertain as land management could result in negative or positive impacts on the biodiversity on site, depending on the scheme proposed. The level of activity and pressure on the open space has the potential to impact biodiversity.
7. Heritage	0	0	0	0	0	0	Neutral impacts expected on heritage assets.
8. Open space and landscape.	++	0	+	++	++	++	The policy takes account of local evidence on open space and considers provision in the local context. This approach is considered to have significant positive impacts on addressing needs.
9. Transport	+	0	+	+	+	+	Positive impacts on transport as the policy seeks to improve the accessibility of open spaces.
10. Economic Dev.	0	0	0	0	0	0	Neutral impacts expected on economic growth.
11. Climate Change	0	0	0	0	0	0	Neutral impacts are expected on resources and climate change.
12. Water	0	0	0	0	0	0	Neutral impacts expected.
Summary: The policy is expected to have positive impacts on open space and health. Since the Reg 18 stage, the policy now includes reference to prioritising deficiencies therefore inequalities are more likely to be addressed. The policy also now refers to financial contributions which will lead to improvements in existing spaces where there may be growing pressure.							
Possible Mitigation: To address unknown impacts on biodiversity and soil, open space provision should seek to avoid habitats and protect open land.							
Conclusion: The policy is considered sustainable as it protects public open spaces and play provision to ensure local communities can continue to make use of recreation and sporting opportunities, whilst also encouraging new facilities.							

E6: Biodiversity							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	0	0	0	0	0	0	Neutral impacts expected on the housing objective.
2. Health	+	0	+	++	++	+	Positive impacts on health and expected to grow over time as biodiversity becomes more established.
3. Flood risk	+	0	+	+	+	+	Protection of designated areas and permeable surfaces will help to mitigate flood risk impacts and steer development away.
4. Land and Soil	+	0	+	+	+	+	Improved flora and fauna in the borough and protection of

							designated areas will help to improved soil quality and protect undeveloped land.
5. Pollution	+	0	+	+	+	+	Positive impacts are expected on air and noise pollution as the policy seeks to enhance local biodiversity. Securing biodiversity net gain is expected to boost green land uses and in turn positively impact pollution.
6. Biodiversity	+	+	+	+	++	++	Significant positive impacts are expected in the wider area and over time due to aspirations to protect and enhance the environment which in turn will boost biodiversity.
7. Heritage	0	0	0	0	0	0	Neutral impacts expected on heritage assets.
8. Open space and landscape.	+	0	+	++	++	++	The policy seeks to improve and protect local biodiversity, with stronger benefits into the future as flora and fauna become more established and positively improve the landscape.
9. Transport	0	0	0	0	0	0	Neutral impacts expected on transport.
10. Economic Dev.	0	0	0	0	0	0	Neutral impacts expected on economic growth.
11. Climate Change	+	0	+	+	+	+	The protection and enhancement of local biodiversity is expected to limit the impacts of climate changes and help to lower emissions.
12. Water	+	0	+	+	+	+	The policy makes reference to waterbodies in the borough and seeks to protect their quality.

Summary:
The policy is expected to have positive impacts on the environment and seeks to boost flora and fauna in Spelthorne whilst also protecting existing. At the Reg 18 stage, Biodiversity was included within Policy E4: Green and Blue Infrastructure. This new policy has been created to highlight the importance of biodiversity and require additional measures to protect and enhance it.

Possible Mitigation:
This policy may limit development opportunities however should seek to enhance and support local biodiversity through a balanced approach.

Conclusion:
It is considered more sustainable to include a single policy on Biodiversity. This policy goes further than national and regional guidance and protects and enhances biodiversity in non-designated sites, incorporating and creating new habitats or biodiversity features, ensuring new biodiversity features or habitats connect to the wider ecological and green infrastructure networks and complement the surrounding habitats. It is expected to have positive effects as it allows species to migrate and helps adaptation to climate change.

EC1: Meeting Employment Needs

	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	0	0	0	0	0	0	Neutral impacts expected on the housing objective. The policy aims to focus development to existing employment areas.

2. Health	+	0	+	+	+	+	The policy aims to accommodate future growth in jobs and sustainable economic growth. This is expected to improve quality of life and in turn boost health and wellbeing.
3. Flood risk	0	0	0	0	0	0	Neutral impacts expected on flooding.
4. Land and Soil	+	0	+	+	+	+	The recycling of land through this option may result in remediation. This policy prioritises existing employment areas in the urban area so is expected to result in an efficient use of land.
5. Pollution	0	0	0	0	0	0	Neutral impacts are expected.
6. Biodiversity	0	0	0	0	0	0	Neutral impacts are expected.
7. Heritage	0	0	0	0	0	0	Neutral impacts are expected.
8. Open space and landscape.	0	0	0	0	0	0	Neutral impacts are expected.
9. Transport	+	0	+	+	+	+	Local commuting may increase through this option however this may encourage more sustainable modes of travel. The provision of local employment is likely to make local commuting through active travel more appealing and achievable.
10. Economic Dev.	+	0	+	++	++	++	The policy will increase economic growth as it focuses on meeting economic floorspace requirements in employment areas. As such, significant positive impacts are expected in the medium to long term.
11. Climate Change	?	?	?	?	?	?	The impacts are largely unknown for this policy.
12. Water	0	0	0	0	0	0	Neutral impacts expected.
Summary: The policy is generally expected to have positive impacts on health, the economy and land use. Since the Reg 18 stage, the policy has strengthened its reference to job provision and innovative land use.							
Possible Mitigation: Employment proposals should incorporate sustainable construction and development measures to address any unknown impacts on Climate Change and the environment.							
Conclusion: The policy will promote a sustainable economy and add to economic diversity.							

EC2: Retail							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	+	0	+	+	+	+	This policy supports appropriately designed and located proposals for residential development on upper floors. Whilst retail uses are expected to be prioritised there are still expected to be positive impacts

							on housing provision in sustainable locations.
2. Health	+	0	+	+	+	+	This policy does not necessarily facilitate the provision of health facilities, but it seeks to improve connectivity by supporting sustainable and active travel modes which assist in establishing 20-minute neighbourhoods, resulting in improvements in health and wellbeing facilities in the district centres.
3. Flood risk	0	0	0	0	0	0	Neutral impacts expected on flooding.
4. Land and Soil	+	0	+	+	+	+	This policy prioritises retail needs within the Borough and this is expected to result in an efficient use of land over time.
5. Pollution	0	0	0	0	0	0	The policy focuses retail development in existing town centres and retail locations, as well as promoting 20 minute neighbourhoods. As such, impacts on pollution are expected to be limited with opportunities to connect to existing retail infrastructure.
6. Biodiversity	0	0	0	0	0	0	Neutral impacts are expected.
7. Heritage	+	0	+	+	+	0	Town centre developments offer opportunities to improve the area of heritage assets and their settings. The policy seeks to ensure that local character, scale and design are taken into account therefore positive impacts on the townscape are expected. Although this policy is likely to conserve and enhance the character and setting of the historic environment, impacts are largely dependent upon how retail developments will be implemented.
8. Open space and landscape.	+	0	+	+	+	0	The policy requires local character, scale and design to be taken into account therefore positive impacts on the landscape are expected.
9. Transport	+	0	+	+	++	+	This policy specifically refers improving connectivity by supporting new cycling infrastructure and, utilising sustainable and active travel modes particularly within the district centres. It also seeks to boost the vitality of the town centre which could increase travel into it and in turn boost local services. This is likely to facilitate and encourage a shift to more sustainable modes of travel and also reduce the need to travel.
10. Economic Dev.	+	0	+	++	++	++	This policy seeks to boost the vitality of the town centre which is

							expected to increase economic growth in Spelthorne over time. The policy specifically refers to improving accessibility of existing parking for users of shopping areas to encourage footfall and this will boost commercial activity locally.
11. Climate Change	+	0	+	+	+	+	The policy seeks to where appropriate, identify suitable locations for the implementation of EV charging points for electric vehicles which have positive impacts on Climate Change. The promotion of 20 minute neighbourhoods will also reduce emissions and encourage sustainable movements. Focusing on existing retail locations will help to reduce emissions.
12. Water	?	?	?	?	?	?	The impacts are largely unknown for this policy.
Summary: The policy is expected to generally have positive impacts on the SA objectives as it aims to boost local vitality and bring about positive social and economic impacts. Since the Reg 18 stage, the policy has been strengthened to include opportunities for improved connectivity and accessibility, including 20 minute neighbourhoods. This is expected to help local communities to thrive in all three sustainability areas. Measures included in the Reg 19 policy have improved the transport and economic benefits since the earlier iteration.							
Possible Mitigation: Focusing development in existing retail locations will help to minimise negative environmental impacts.							
Conclusion: The policy is considered to be sustainable as will help to achieve more sustainable communities through improved accessibility and 20 minute neighbourhoods and aims to meet local needs.							

EC3: Local Centres, Shopping Parades and Isolated Retail Units							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	+	0	+	+	+	+	This policy actively encourages and supports residential development on upper floors of buildings.
2. Health	+	0	+	+	+	+	This policy supports proposals to improve connectivity including active modes of travel which in turn will improve health.
3. Flood risk	0	0	0	0	0	0	Neutral impacts expected.
4. Land and Soil	0	0	0	0	0	0	Neutral impacts expected.
5. Pollution	0	0	0	0	0	0	This policy offers opportunities to improve connectivity and sustainable travel but impacts are still considered to be neutral overall.
6. Biodiversity	0	0	0	0	0	0	Neutral impacts are expected
7. Heritage	0	0	0	0	0	0	Neutral impacts are expected
8. Open space and landscape.	0	0	0	0	0	0	The policy offers some improvements to the public realm and landscaping however these are largely associated with the retail environment so impacts on this

							objective are expected to be neutral overall.
9. Transport	+	0	+	+	+	+	This policy seeks to encourage active and sustainable travel.
10. Economic Dev.	+	0	+	+	+	+	Positive impacts on the wider retail environment expected with improvements to vitality.
11. Climate Change	0	0	0	0	0	0	Neutral impacts are expected.
12. Water	0	0	0	0	0	0	Neutral impacts expected.
Summary: This policy recognises the importance of local centres and therefore has positive impacts on the economy, health and transport. Since the Reg 18 stage the policy has strengthened its reference the importance of viability and has also identified the importance of public realm and local connectivity. This has improved the social and environmental impacts of the policy.							
Possible Mitigation: Maintenance of existing local centres and parades will help to protect the environment and boost local vitality.							
Conclusion: The policy is considered to be sustainable as will help to achieve more sustainable communities and meet local needs.							

EC4: Leisure and Culture							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	0	0	0	0	0	0	This policy aims to boost the Borough's leisure and culture offer so competing land uses could result in negative impacts for housing provision over time however this is expected to be limited and will not impact the scoring.
2. Health	+	0	+	+	+	+	This policy is considered to have positive impacts on wellbeing and healthy lifestyles with improved access to facilities in town centres.
3. Flood risk	0	0	0	0	0	0	Neutral impacts are expected on flooding.
4. Land and Soil	0	0	0	0	0	0	Neutral impacts are expected.
5. Pollution	0	0	0	0	0	0	Neutral impacts are expected.
6. Biodiversity	0	0	0	0	0	0	Neutral impacts are expected.
7. Heritage	+	0	+	+	+	+	The policy requires new, enhanced or replaced leisure and cultural facilities to maintain and enhance the historic environment.
8. Open space and landscape.	+	0	+	+	+	+	The policy requires development to enhance the character of the local area and be of a scale and nature appropriate to the location.
9. Transport	+	0	+	+	++	++	The policy seeks to prioritise town centres which in turn could have positive impacts on sustainable travel. The policy aims to boost the vitality of town centres through the provision of leisure and cultural facilities, which could facilitate and encourage a shift to more

							sustainable modes of travel and also reduce the need to travel.
10. Economic Dev.	+	0	+	++	++	++	The policy seeks to deliver a high quality and diverse range of leisure and visitor experiences, contribute to tourism and boost the vitality of town centres which over time is expected to increase economic growth in Spelthorne.
11. Climate Change	?	?	?	?	?	?	The impacts are largely unknown for this policy. The impacts are largely unknown for this policy. Leisure use types are broad therefore it is uncertain to how a scheme may be implemented and the associated impacts on resources.
12. Water	?	?	?	?	?	?	The impacts are largely unknown for this policy. Leisure use types are broad therefore it is uncertain to how a scheme may be implemented and the associated impacts on resources.
Summary: The policy is expected to have positive impacts overall on the economy and health, with support for new leisure provision. Since the Reg 18 stage, the policy has strengthened its protection of local character therefore positive impacts are now expected on objectives 7 (heritage) and 8 (landscape).							
Possible Mitigation: Inclusion of sustainability measures and water efficiency in specific schemes to overcome unknown impacts.							
Conclusion: Overall the policy is considered to be sustainable with positive impacts on social and economic objectives. There are some unknown impacts on Climate Change therefore specific schemes should seek to incorporate sustainability measures.							

DS1: Place Shaping							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	0	0	0	0	0	0	This policy facilitates the provision of high quality development but does not increase the supply of housing on its own.
2. Health	+	0	+	+	++	+	Urban design and architecture can contribute to health outcomes through encouragement of more active lifestyles. This policy seeks to ensure that streets are safe and connected which is likely to positively impact health outcomes. By designing out crime, the policy will contribute toward a safe and secure built environment. It also maximises opportunities to create new public realm, including open spaces, which is likely to impact health and wellbeing. Through this policy inequalities will be reduced as new development will be

							encouraged to create places that result in mixed communities.
3. Flood risk	0	0	0	0	0	0	Neutral impacts are expected on flooding.
4. Land and Soil	+	0	+	+	+	+	This policy provides the opportunity to maximise densities where appropriate, making an efficient use of land.
5. Pollution	+	0	+	+	+	+	This policy facilitates safe, attractive, legible and permeable routes which are suitable for all users, linking people with places through active and sustainable travel choices. it also requires development to be accessible and connected and this is likely to reduce car use and pollution.
6. Biodiversity	+	0	+	+	+	+	There may be some biodiversity gains from the incorporation of green infrastructure such as street trees and other vegetation integrated into the public realm.
7. Heritage	+	0	+	+	+	+	Through the recognition of local character and the need to make a positive contribution to the street scene, local heritage assets and their setting will be preserved and enhanced.
8. Open space and landscape.	+	0	+	+	+	+	The policy ensures that new development connects with existing parks and open spaces for recreation. It requires development exteriors and public realm to be designed in a way that contributes to pedestrian friendly environments.
9. Transport	+	0	+	+	+	+	This policy encourages more sustainable transport choices such as cycling and walking, and improved access to public transport by requiring development to be accessible and connected.
10. Economic Dev.	0	0	0	0	+	+	Improved place making can be expected to make places more attractive and in turn may boost economic growth.
11. Climate Change	+	0	+	+	+	+	The policy prioritises high quality in design and layout of new development and this likely to increase and improve the energy efficiency of developments.
12. Water	0	0	0	0	0	0	Neutral impacts expected.
Summary: Generally, positive impacts are expected on the SA objectives, although there may be competing land use with housing. There are also some uncertainties as impacts are dependent upon how schemes are implemented. Since the Reg 18 stage, the policy has strengthened its reference to public realm with improvements to health and character. Reference to the Staines Development Framework has also been included with benefits for Staines character.							
Possible Mitigation: Development should seek to have due regard to existing character and look to positively boost impacts and improve the environment.							

Conclusion: The policy is considered to be sustainable as has positive impacts on the environment, society and the economy.

DS2: Responding to the climate emergency							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	0	0	0	0	0	0	Neutral impacts are expected on housing.
2. Health	+	0	0	+	+	+	Positive impacts are expected on health and wellbeing and quality of life over time as this policy aims to secure low and zero carbon development.
3. Flood risk	+	0	0	0	+	+	Over time positive impacts are expected on flooding as the policy requires new development to prioritise the use of sustainable design and construction, including in the incorporation of SuDS. These measures can be expected to minimise flood risk.
4. Land and Soil	0	0	0	0	0	0	Neutral impacts are expected on land and soil.
5. Pollution	+	+	0	+	+	++	Over time positive impacts are expected on emissions and pollution as the policy takes effect and encourages the development of renewable, low, zero carbon and decentralised energy with less pollutant impact. Encouraging electric vehicle use will have positive impacts on air quality.
6. Biodiversity	0	0	0	0	0	0	Neutral impacts are expected
7. Heritage	0	0	0	0	0	0	Neutral impacts are expected
8. Open space and landscape.	0	0	0	0	0	0	Neutral impacts are expected
9. Transport	+	0	+	+	+	+	This policy seeks to boost electric vehicle charging points and also encourages cycle use through storage provision. The policy also seeks to ensure that impact of construction traffic on the local and strategic transport networks are managed. Positive impacts are therefore expected.
10. Economic Dev.	+	0	0	+	+	+	Positive impacts are expected with support for the green economy and the associated financial benefits that are anticipated as the policy takes effect over time.
11. Climate Change	++	0	++	++	++	++	The positive outcomes from this policy will grow over time as the cumulative impact of energy efficiency measures take effect. By

							requiring sustainable design and construction, positive impacts are expected. It incorporates measures such as storage for waste including recyclable waste, the encouragement of re-using construction and demolition waste at source or its separation and collection for recycling are expected to positively impact climate change.
12. Water	+	0	+	+	+	+	The policy is expected to enhance the efficient use of water through sustainable construction which would result in gains over time.
Summary: The policy seeks to reduce the impacts of development on Climate Change and as such has positive impacts on the SA objectives. The Council has declared a Climate Emergency and the policy now references this, with additional measures identified to address multiple aspects of Climate Change.							
Possible Mitigation: Development should seek to incorporate as many climate change measures as possible.							
Conclusion: New development should be planned to avoid increased vulnerability to the range of impacts arising from climate change. The policy sets out the impacts and the acceptable measures to adapt new buildings to climate change.							

DS3: Heritage Conservation and Landscape							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	0	0	0	0	0	0	Neutral impacts are expected on housing.
2. Health	+	0	+	+	+	+	By encouraging the conservation and enhancement of local heritage assets, public use and enjoyment may rise, leading to gains in health and wellbeing over time.
3. Flood risk	0	0	0	0	0	0	Neutral impacts are expected on flooding.
4. Land and Soil	0	0	0	0	0	0	Neutral impacts are expected on land and soil.
5. Pollution	0	0	0	0	0	0	Neutral impacts are expected on pollution.
6. Biodiversity	0	0	0	0	0	0	Neutral impacts are expected on biodiversity.
7. Heritage	++	0	++	++	++	++	This Policy seeks to preserve, conserve and enhance the architectural, historic and landscape character of the Borough. The policy recognises the value of maintaining, sustaining and enhancing the significance and special architectural and historic interest of these assets. It also requires new development to make a positive contribution to local distinctiveness as well as the environment taking account of any relevant design codes.

8. Open space and landscape.	+	0	+	+	+	+	Positive impacts are expected over time as this policy pays specific attention to landscape character and aims to protect it.
9. Transport	0	0	0	0	0	0	Neutral impacts are expected.
10. Economic Dev.	+	0	+	+	+	+	Economic benefits are expected from maintaining and improving conservation areas and heritage assets. There may be some tourism gains from the enhancement of the River Thames corridor.
11. Climate Change	0	0	0	0	0	0	Neutral impacts are expected.
12. Water	0	0	0	0	0	0	Neutral impacts are expected on water quality.
Summary: The policy seeks to protect and enhance the borough's historic environment therefore positive impacts are expected on the built environment and local character. Particularly strong impacts are expected on Objective 7. Since the Reg 18 stage the policy has included additional detail on the protection of heritage assets to ensure their longevity.							
Possible Mitigation: Applicants will be expected to demonstrate how a development proposal complies with the relevant heritage protection measures to conserve assets and their setting.							
Conclusion: The policy is strongly protective of the heritage assets and character of the borough.							

ID1: Infrastructure and Delivery							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	+	0	0	+	+	+	This policy facilitates the provision of housing alongside the provision of high quality and necessary infrastructure but does not increase the supply of housing on its own. Impacts on housing delivery are uncertain in the short term but more likely to facilitate positive growth in the medium to long term, however, it is scheme dependent.
2. Health	+	0	+	+	++	++	By facilitating infrastructure provision when needed this will have positive impacts on local service provision such as health care and schools.
3. Flood risk	+	0	0	+	++	++	By facilitating infrastructure provision when needed this will have positive impacts on flood defences over time. Significant positive impacts are expected in the longer term as the provision of flood defences take longer to be realised.
4. Land and Soil	0	0	0	0	0	0	Neutral impacts are expected on land and soil.
5. Pollution	+	0	0	0	+	+	The implementation of this policy is expected to improve air and noise pollution with an onus on seeking to

							secure environmental improvements. Transport infrastructure and the provision of more local services will help to reduce car use.
6. Biodiversity	0	0	0	0	0	0	Neutral impacts are expected on biodiversity.
7. Heritage	0	0	0	0	0	0	Neutral impacts are expected on the historic environment.
8. Open space and landscape.	+	0	+	+	+	+	This policy will facilitate the delivery of open space and local parks by working with providers. It also facilitates the provision of improved social and community facilities in a timely manner.
9. Transport	++	+	+	+	++	++	Positive impacts are expected as new transport infrastructure will be provided to support development.
10. Economic Dev.	+	+	+	+	++	++	Infrastructure delivery will improve connectivity and productivity which in turn will boost economic growth.
11. Climate Change	+	0	+	+	+	++	Energy consumption and the efficient use of renewable forms of energy to combat greenhouse gas emissions will be promoted through this policy as it facilitates the delivery of the necessary infrastructure to achieve sustainble development.
12. Water	+	0	+	+	+	0	Water treatment infrastructure provision is likely to positively impact water quality.
Summary: The impacts of this policy are generally positive, particularly on health, transport, open space, climate change and the economy. Since the Reg 18 stage the policy has included reference to future proofing infrastructure and consideration of cumulative impacts of development pressure on infrastructure, thus bringing about long term positive impacts on the wider sustainability of development.							
Possible Mitigation: To mitigate against the impacts of development on existing services financial contributions and / or planning obligations and / or where appropriate, on-site provision of community facilities could be required.							
Conclusion: The policy is considered to be sustainable as it protects existing infrastructure provision and supports new infrastructure to meet needs.							

ID2: Sustainable Transport for New Developments							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	0	0	0	0	0	0	Neutral impacts are expected on housing
2. Health	+	+	+	+	++	++	Impacts on health are expected to grow increasingly positive over time with active and sustainable travel encouraged and facilitated. Sustainable travel links beyond Spelthorne will also lead to positive impacts more widely.

3. Flood risk	0	0	0	0	0	0	Neutral impacts are expected on flooding.
4. Land and Soil	0	0	0	0	0	0	Neutral impacts are expected on land and soil.
5. Pollution	+	+	+	+	++	++	As travel moves away from the private vehicle and active and sustainable modes of transport are prioritised through this approach, pollution is expected to decrease over time.
6. Biodiversity	0	0	0	0	0	0	Neutral impacts are expected on biodiversity.
7. Heritage	0	0	0	0	0	0	Neutral impacts are expected on the historic environment.
8. Open space and landscape.	0	0	0	0	0	0	Neutral impacts are expected on open spaces and landscape character.
9. Transport	++	+	+	++	++	++	A move towards more sustainable modes of travel is expected to have increasingly positive impacts into the future across the borough. This policy seeks to boost sustainable transport networks and public transport, with the necessary funding.
10. Economic Dev.	+	+	+	+	++	++	With improved transport links, productivity could improve over time and this in turn boost commercial activity and the local economy.
11. Climate Change	+	0	+	+	+	++	A move away from less sustainable modes of transport and the facilitation of active and sustainable travel is expected to positively impact climate change in the long term. This policy encourages electric vehicle charging and cycle parking so will help to reduce emissions over time.
12. Water	0	0	0	0	0	0	Neutral impacts are expected on water quality.
Summary: The policy is expected to have positive impacts on health, transport, pollution, the economy and climate change as it encourages a modal shift towards more sustainable and active travel measures.							
Possible Mitigation: Mitigated through the provision of, or contributions towards, necessary and relevant transport improvements. Noise and air pollution matters will need to be mitigated.							
Conclusion: Overall a positive policy that facilitates sustainable travel choices, which will also lead to positive social impacts and health and wellbeing.							

Appendix B: Sustainability Appraisal of Sites

AC3/001: Lakeside Chertsey Road							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	+	0	+	+	+	0	Opportunity for new housing provision and affordable units
2. Health	0	0	0	0	0	0	There are a number of local services within walking distance that could encourage healthy lifestyles. The scheme itself does not provide the opportunity for the incorporation of health facilities or open space.
3. Flood risk	-	0	-	-	-	-	Negative impacts expected with loss of permeable greenfield land. the overall scale of housing could have significant negative flooding impacts. The scheme should implement SuDS but unlikely to fully mitigate compared to undeveloped land.
4. Land and Soil	-	0	-	-	-	-	The site is undeveloped Green Belt and will result in built development on uncontaminated land. Development won't result in the efficient use of PDL over greenfield land.
5. Pollution	-	0	-	-	-	-	All of Spelthorne is an AQMA. The proposed developments would result more people moving around and associated noise impacts. Some services rely car use therefore negative impacts on pollution can be expected.
6. Biodiversity	0	0	0	0	0	0	The site has a limited biodiversity role as is private recreation space.
7. Heritage	0	0	0	0	0	0	The site has a limited heritage value as is private recreation space.
8. Open space and landscape.	-	-	-	-	-	-	The site sits along the Spelthorne/Greater London boundary and its loss would result in negative impacts on the strategic GB and landscape character. Loss of recreation space although not public.
9. Transport	-	-	-	-	-	-	Additional housing will put pressure on local transport which is already not very accessible. Impacts could be mitigated with improved sustainable and active travel links. As the site is undeveloped, the provision of housing would result in additional vehicle movements. The site is on the borough boundary so

							could result in trans-boundary impacts.
10. Economic Dev.	+	0	+	0	0	0	Temporary construction employment which in turn could contribute to economic growth. Limited impacts in the long term. Improvement of local services may boost economic impacts. Potential boost to local workforce as site is adjacent to an employment area.
11. Climate Change	0	0	0	0	0	0	Current use has little/no impact on resources, emissions or carbon use but the proposed use provides an opportunity to incorporate renewable or low carbon energy sources and promote sustainable development to tackle climate change.
12. Water	-	0	-	-	-	-	Development of the site from open greenfield to built development will lead to an increase in water consumption and likely knock-on impacts on its quality from construction and development. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
-	Summary: The site scores well against the delivery of housing however its location does not lend itself to sustainable access to all services. The site scores poorly against environmental objectives such as, landscape, water consumption and land contamination.						
Possible Mitigation: Water efficiency measures, sustainable drainage and improved active travel links.							

AE1/003: Ashford Manor Golf Club Fordbridge Road							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	+	0	+	+	+	0	Opportunity for new housing provision and affordable units
2. Health	0	0	0	0	0	0	There are a number of local services within walking distance that could encourage healthy lifestyles. The scheme itself does not provide the opportunity for the incorporation of health facilities or open space.
3. Flood risk	-	0	-	-	-	-	The site is in flood zone 2 and undeveloped. The scheme should implement SuDS but unlikely to fully mitigate compared to undeveloped land.
4. Land and Soil	-	0	-	-	-	-	The site is undeveloped Green Belt and will result in built development on uncontaminated land. Development won't result in the

							efficient use of PDL over greenfield land.
5. Pollution	-	0	-	-	-	-	All of Spelthorne is an AQMA. The proposed developments would result more people moving around and associated noise impacts. The site is located along Fordbridge Road which may give rise to poorer air quality for any future residents. Existing trees fronting the road should be maintained to reduce impacts. Development will not reduce the number of residential properties exposed to noise. There are however opportunities for walking/cycling to local services which could reduce private vehicle use.
6. Biodiversity	0	0	0	0	0	0	The site has a limited biodiversity role as is part of the golf course supporting facilities.
7. Heritage	0	0	0	0	0	0	The site has a limited heritage value.
8. Open space and landscape.	0	0	0	0	0	0	Although the site is located within the Green Belt, development of this site is not considered to significantly affect the wider landscape character as it is on the urban fringe. There are limited views to the wider countryside. The site has an urban character. Mitigation could include landscaping and screening of the site boundaries.
9. Transport	+	0	+	+	+	0	The site is located on the periphery of Ashford and is within 900m of local services. There are bus stops within walking distance. The site does not provide opportunities for on-site provision due to its size. With additional development in the area connectivity could be improved however there could be additional pressure on transport links.
10. Economic Dev.	+	0	+	0	0	0	Temporary construction employment which in turn could contribute to economic growth. Limited impacts in the long term. Improvement of local services may boost economic impacts.
11. Climate Change	0	0	0	0	0	0	Current use has little/no impact on resources, emissions or carbon use but the proposed use provides an opportunity to incorporate renewable or low carbon energy sources and promote sustainable development to tackle climate change.
12. Water	-	0	-	-	-	-	Development of the site from open greenfield to built development will lead to an increase in water

							consumption and likely knock-on impacts on its quality from construction and development. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
+/0	Summary: Positive impacts on housing, transport and economic growth. Although the site is greenfield land it has an urban character and offers limited environmental value with impacts likely to be mitigated. Flood risk requires further investigation and mitigation. Without mitigation negative impacts could occur on resource use, pollution and flooding.						
Possible Mitigation: Flood risk mitigation measures, water efficiency measures and improved active travel links.							

AE1/007: Ashford Manor Golf Club (site 2) Manor Road							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	+	0	+	+	+	0	Opportunity for new housing provision and affordable units
2. Health	0	0	0	0	0	0	There are a number of local services within walking distance that could encourage healthy lifestyles. The scheme itself does not provide the opportunity for the incorporation of health facilities or open space.
3. Flood risk	-	0	-	-	-	-	Although the site is not in a flood risk area it is undeveloped greenfield land. The scheme should implement SuDS but unlikely to fully mitigate compared to undeveloped land.
4. Land and Soil	-	0	-	-	-	-	The site is undeveloped Green Belt and will result in built development on uncontaminated land. Development won't result in the efficient use of PDL over greenfield land.
5. Pollution	-	0	-	-	-	-	All of Spelthorne is an AQMA. The proposed developments would result more people moving around and associated noise impacts. The site is set back within the golf course and away from Fordbridge Road, meaning exposure to existing air and noise pollution would be somewhat limited. The development would however likely increase the amount of noise for nearby existing properties. The development may also result in the loss of the existing mature vegetation adjacent to Manor Road.
6. Biodiversity	-	0	-	-	-	-	The site is currently an underused area of the golf course and its loss could have a negative impact on local biodiversity if existing

							vegetation is lost. Mitigation could include planting to encourage and protect biodiversity.
7. Heritage	0	0	0	0	0	0	The site has a limited heritage value.
8. Open space and landscape.	-	0	-	0	0	0	Although the site is located within the Green Belt, development of this site is not considered to significantly affect the wider landscape character as it is on the urban fringe with limited connection to the wider Green Belt. Local landscape could however negatively impacted.
9. Transport	+	0	+	+	+	0	The site is located on the periphery of Ashford and is within 900m of local services. There are bus stops within walking distance. The site does not provide opportunities for on-site provision due to its size. With additional development in the area connectivity could be improved however there could be additional pressure on transport links.
10. Economic Dev.	+	0	+	0	0	0	Short term construction employment which in turn could contribute to economic growth. Limited impacts in the long term. Improvement of local services may boost economic impacts.
11. Climate Change	0	0	0	0	0	0	Current use has little/no impact on resources, emissions or carbon use but the proposed use provides an opportunity to incorporate renewable or low carbon energy sources and promote sustainable development to tackle climate change.
12. Water	-	0	-	-	-	-	Development of the site from open greenfield to built development will lead to an increase in water consumption and likely knock-on impacts on its quality from construction and development. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
+/0	Summary: Positive impacts on housing, transport and economic growth. Although the site is greenfield land it has an urban character. The site is open greenfield land and loss to development could have negative environmental impacts.						
Possible Mitigation: Mitigation could potentially include maintaining the mature trees along the northern boundary and eastern of the site to screen the site from the road and implementing sustainable building practices.							

AE3/005: 28-44 Feltham Road							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation

1. Housing	+	0	+	+	+	0	Opportunity for new housing provision and affordable units
2. Health	0	0	0	0	0	0	There are a number of local services within walking distance that could encourage healthy lifestyles. The scheme itself does not provide the opportunity for the incorporation of health facilities or open space.
3. Flood risk	0	0	0	0	0	0	Existing site has hardstanding and structures in place. Site not in flood zone and SUDs could be included to mitigate any surface water flooding.
4. Land and Soil	+	0	+	+	+	+	Due to previous and existing use, site is likely to be contaminated therefore there are opportunities for remediation. Use of brownfield land over greenfield land. Urban area offers opportunity for higher densities.
5. Pollution	0	0	0	0	0	-	All of Spelthorne is an AQMA and additional development may worsen impacts. The proposed developments would result more people moving around and associated noise impacts however the site is in commercial use already and the proposed development isn't considered to worsen the situation. There is uncertainty regarding long term impacts as sustainable transport links could improve or car use could increase.
6. Biodiversity	0	0	0	0	0	0	No biodiversity role.
7. Heritage	0	0	0	0	0	0	The site has a limited heritage value.
8. Open space and landscape.	0	0	0	0	0	0	No open space or recreation value on site.
9. Transport	+	0	+	+	+	0	Good access to public transport links within Spelthorne and neighbouring settlements.
10. Economic Dev.	-	0	0	0	-	0	Current use employs a number of people which could be lost with redevelopment in the long term. Temporary Employment and economic benefits from housing construction though within a completely different industry
11. Climate Change	0	0	0	0	0	0	The development of the site could provide an opportunity to incorporate renewable or low-carbon energy sources however this would be on a small scale and would be balanced by the likely increase in air pollution locally.
12. Water	0	0	0	0	+	0	Loss of the existing car wash would result in improvements to water

							quality in the long term with less run off. Water consumption will remain high with additional homes but mitigation could include water meters, rainwater recycling etc.
+	Summary: The redevelopment of this site for housing use would result in largely positive or neutral impacts expected. Expected issues are expected to be overcome with mitigation.						
Possible Mitigation: Relocation of existing commercial use, sustainable transport improvements.							

AE3/006: 158-166 Feltham Road							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	+	0	+	+	+	0	Opportunity for new housing provision and affordable units
2. Health	+	0	+	+	+	0	Well-located site within urban area, close to local services. This is likely to encourage healthy lifestyles. The site is 650m from a recreation ground therefore could increase access. Impact on local health facilities is likely to increase however there is uncertainty as to how health care will cope. Mitigation could include improved facilities and possibly small scale open space provision.
3. Flood risk	0	0	0	0	0	0	Existing site has hardstanding and structures in place. Site not in flood zone and SUDs could be included to mitigate any surface water flooding.
4. Land and Soil	+	0	+	+	+	+	Due to previous and existing use, site is likely to be contaminated therefore there are opportunities for remediation. Use of brownfield land over greenfield land. Urban area offers opportunity for higher densities.
5. Pollution	0	0	0	0	0	-	No particular noise or air pollution effects. Potential reduction in HGV movements from current use in the wider area if the site is developed but likely increase in car movements. All of Spelthorne is an AQMA and additional development may worsen impacts more widely.
6. Biodiversity	0	0	0	0	0	0	No biodiversity role.
7. Heritage	0	0	0	0	0	0	The site has a limited heritage value.
8. Open space and landscape.	0	0	0	0	0	0	No open space or recreation value on site.
9. Transport	+	0	+	+	+	0	The site is located within close proximity to local services in Ashford. Bus stops are present

							along Feltham Road. Development could potentially increase private vehicle use in the area however there could be opportunities for improved active travel given the size of the scheme.
10. Economic Dev.	-	0	-	-	-	-	Loss of an employment site. Overall, wider development schemes could lead to a loss of employment floorspace in Spelthorne if not reprovided. Temporary employment and economic benefits from housing construction.
11. Climate Change	0	0	0	0	0	0	Potential increase in emissions but opportunity to retrofit against the future impact of climate change. Opportunity to promote energy efficiency and renewable/low carbon technologies.
12. Water	0	0	0	0	-	0	The existing use is likely to consume water however the proposed development will likely result in additional water use over time. Mitigation could include water meters, rainwater recycling etc.
+	Summary: Largely positive or neutral impacts identified. Negative impacts identified on water use and employment however these could be mitigated to an acceptable standard. The area is residential in character therefore the townscape would lend itself to a housing scheme. This in turn could positively impact health and wellbeing of nearby residents.						
Possible Mitigation: Relocation of existing commercial use, sustainable transport improvements, water efficiency measures.							

AE3/009: Land at Chattern Hill Chattern Hill							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	+	0	+	+	+	0	Opportunity for new housing provision and affordable units
2. Health	0	0	0	0	0	0	Site is in a reasonably sustainable location close to some local services in and around Ashford. Good access to bus routes to reduce reliance on the car and facilitate healthy modes of travel. Loss of open space may negatively impact well-being.
3. Flood risk	-	0	-	-	-	-	Although the site is not in a flood risk area it is undeveloped greenfield land. The scheme should implement SuDS but unlikely to fully mitigate compared to undeveloped land.
4. Land and Soil	-	0	-	-	-	-	Development of site would not avoid development of greenfield over brownfield land. The character of the area does not lend itself to

							high density. Potential ground gas contamination from nearby historic landfill therefore remediation may be required.
5. Pollution	-	0	-	-	-	-	All of Spelthorne is an AQMA. The development would likely increase the amount of noise for nearby existing properties as is currently undeveloped. More vehicle movements with development
6. Biodiversity	-	0	-	-	-	-	The site is greenfield land and its loss could have a negative impact on local biodiversity if existing vegetation is lost. Mitigation could include planting to encourage and protect biodiversity.
7. Heritage	0	0	0	0	0	0	The site has a limited heritage value.
8. Open space and landscape.	-	0	-	-	-	-	Loss of open green space but not readily visible in the public domain, with properties to the rear of Feltham Road most impacted. Landscape character is limited in this area due to surrounding urban uses.
9. Transport	+	0	-	0	+	0	Reasonably sustainable site in proximity to local services and public transport. Development could increase private vehicle use as there is currently none on site. A new access road would be required which could cause congestion as it is developed in the short term and as it is gradually established more positive impacts are expected over time.
10. Economic Dev.	+	0	+	0	0	0	Temporary construction employment which in turn could contribute to economic growth. Limited impacts in the long term. Improvement of local services may boost economic impacts.
11. Climate Change	0	0	0	0	0	0	Current use has little/no impact on resources, emissions or carbon use but the proposed use provides an opportunity to incorporate renewable or low carbon energy sources and promote sustainable development to tackle climate change.
12. Water	-	0	-	-	-	-	Development of the site from open greenfield to built development will lead to an increase in water consumption and likely knock-on impacts on its quality from construction and development. Mitigation could be included as part of the development such as the use

							of water meters and rainwater harvesting.
-	Summary: The site performs well against the housing, sustainable travel and economic growth objectives but poorly against environmental objectives due to this being an undeveloped Green Belt site.						
Possible Mitigation: Mitigation could include land remediation, permeable surfaces, improved sustainable travel links and planting.							

AS1/001: Tesco Extra Town Lane							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	+	0	+	++	++	0	Opportunity for new housing provision and affordable units. Long term significant positive impacts with a higher number of units to help meet needs.
2. Health	0	0	0	0	0	0	Potential knock on effects for local health care facilities. The site is in close proximity to local services and likely encourage active travel. The site is within a deprive area therefore regeneration could contribute to reducing existing deprivation. Additional health care infrastructure or open space provision/funding would help to mitigate impacts.
3. Flood risk	0	0	0	0	0	0	Existing site has hardstanding and structures in place. Site not in flood zone and SUDs could be included to mitigate any surface water flooding.
4. Land and Soil	+	0	+	+	+	+	Use of brownfield land over greenfield land. Urban area offers opportunity for higher densities. Potential to remediate any contamination associated with the filling station.
5. Pollution	-	0	-	-	--	-	Increased exposure to noise and air pollution likely for new residents given proximity to A30. Existing use generates significant car movements with car park capable of accommodation over 300 cars. Proposals refer to a decked carpark, potentially increasing vehicle movements, particularly in the long term. Mitigation could include more sustainable and active travel links.
6. Biodiversity	0	0	0	0	0	0	No biodiversity role.
7. Heritage	0	0	0	0	0	0	The site has a limited heritage value.
8. Open space and landscape.	0	0	0	0	0	0	No open space or recreation value on site.

9. Transport	+	0	+	+	+	0	Overall impacts are positive given the site's sustainable urban location and link to services. Cumulatively, the level of development proposed through the Local Plan could lead to more sustainable travel links but could also increase congestion and vehicular movements.
10. Economic Dev.	+	0	+	0	0	0	Temporary construction employment which in turn could contribute to economic growth. Limited impacts in the long term. Improvement of local services may boost economic impacts. Retaining the superstore on site would retain local jobs.
11. Climate Change	0	0	0	0	0	0	Potential increase in emissions but opportunity to retrofit against the future impact of climate change. Opportunity to promote energy efficiency and renewable/low carbon technologies.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
+	Summary: The site is in a sustainable urban location with good links to the local services, in turn bringing about positive impacts on housing, transport and land use. Some positive impacts on health but additional pressure on facilities. The site is urban PDL therefore limited negative impacts are expected on the environment.						
Possible Mitigation: Mitigation could include land remediation, permeable surfaces, improved sustainable travel links and planting.							

AS1/003: Staines Fire Station Town Lane							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	+	0	+	+	+	0	Opportunity for new housing provision and affordable units
2. Health	+	0	+	+	+	0	Potential knock on effects for local health care facilities. The site is within a deprive area therefore regeneration could contribute to reducing existing deprivation. The site is in close proximity to local services and likely encourage active travel.
3. Flood risk	0	0	0	0	0	0	Existing site has hardstanding and structures in place. Site not in flood zone and SUDs could be included to mitigate any surface water flooding.

4. Land and Soil	+	0	+	+	+	+	Use of brownfield land over greenfield land. Urban area offers opportunity for higher densities. Potential to remediate any contamination associated with the previous use.
5. Pollution	-	0	-	-	-	-	Overall neutral impacts are expected, however in the long term negatives may arise from the potential increase in car movements. Cumulatively, the amount of development approved may also lead to negative impacts. Mitigation could include more sustainable and active travel links. The site is already in use for service vehicles therefore neutral impacts expected. All of Spelthorne is an AQMA and additional development may worsen impacts.
6. Biodiversity	0	0	0	0	0	0	No biodiversity role although the site is adjacent to Staines Reservoirs. A management plan will help to avoid impacts on the waterbody.
7. Heritage	0	0	0	0	0	0	The site has a limited heritage value.
8. Open space and landscape.	0	0	0	0	0	0	No open space or recreation value on site.
9. Transport	+	0	+	+	+	0	Overall impacts are positive given the site's sustainable urban location and link to services. Cumulatively, the level of development proposed through the Local Plan could lead to more sustainable travel links but could also increase congestion and vehicular movements.
10. Economic Dev.	+	0	+	0	0	0	Temporary construction employment which in turn could contribute to economic growth. Limited impacts in the long term. Improvement of local services may boost economic impacts.
11. Climate Change	0	0	0	0	0	0	Potential increase in emissions but opportunity to retrofit against the future impact of climate change. Opportunity to promote energy efficiency and renewable/low carbon technologies.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
+	Summary:						

	The site is in a sustainable urban location with good links to the local services, in turn bringing about positive impacts on health, housing, transport and land use. The site is urban PDL therefore limited negative impacts are expected on the environment.
Possible Mitigation: Mitigation could include land remediation, permeable surfaces, improved sustainable travel links and planting.	

AS1/004: Happy Landing PH Clare Road							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	+	0	+	+	+	0	Opportunity for new housing provision and affordable units
2. Health	0	0	0	0	0	0	The site has good access to public transport and local services with most community facilities accessible within the preferred maximum walking distance within the Stanwell area. Development would however result in the loss of the public house as a community use.
3. Flood risk	0	0	0	0	0	0	Existing site has hardstanding and structures in place. Site not in flood zone and SUDs could be included to mitigate any surface water flooding.
4. Land and Soil	+	0	+	+	+	+	Use of brownfield land over greenfield land. Urban area offers opportunity for higher densities.
5. Pollution	0	0	0	0	0	-	Overall neutral impacts are expected as the site is already in use, however in the long term negatives may arise from the potential increase in car movements. Cumulatively, the amount of development approved may also lead to negative impacts. Mitigation could include more sustainable and active travel links.
6. Biodiversity	0	0	0	0	0	0	No biodiversity role although the site is adjacent to Staines Reservoirs. A management plan will help to avoid impacts on the waterbody.
7. Heritage	0	0	0	0	0	0	The site has a limited heritage value.
8. Open space and landscape.	0	0	0	0	0	0	No open space or recreation value on site.
9. Transport	0	0	0	0	0	0	Overall impacts are neutral as there is a mixed access to services and improved public transport links would help increase the sustainability of the site. Cumulatively, the level of development proposed through the Local Plan could lead to more sustainable travel links but could

							also increase congestion and vehicular movements.
10. Economic Dev.	-	0	-	-	-	-	Loss of an employment site through the use as a public house. Overall, wider development schemes could lead to a loss of employment floorspace in Spelthorne if not reprovided. Temporary employment and economic benefits from housing construction.
11. Climate Change	0	0	0	0	0	0	Potential increase in emissions but opportunity to retrofit against the future impact of climate change. Opportunity to promote energy efficiency and renewable/low carbon technologies.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
0	Summary: Although there are positive impacts expected on housing and land use, negative impacts are expected on the economy and water use. Most objectives scored neutral.						
Possible Mitigation: Mitigation could include reprovison of the community use in the wider area and improved sustainable transport links.							

AS1/008: Ashford Hospital (East Yard) Town Lane							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	++	0	++	++	++	++	Opportunity for new housing provision and a high proportion of affordable units as the site is Council-owned.
2. Health	0	0	0	0	0	0	Potential knock on effects for local health care facilities. The site is within a deprive area therefore regeneration could contribute to reducing existing deprivation. The site is in close proximity to local services and likely encourage active travel. Additional health care infrastructure or open space provision/funding would help to mitigate impacts.
3. Flood risk	0	0	0	0	0	0	Existing site has hardstanding and structures in place. Site not in flood zone and SUDs could be included to mitigate any surface water flooding.
4. Land and Soil	+	0	+	+	+	+	Use of brownfield land over greenfield land. Urban area offers opportunity for higher densities. Potential to remediate any

							contamination associated with the previous use.
5. Pollution	-	0	-	-	-	-	Increased exposure to noise and air pollution likely for new residents given proximity to A30. Increase in vehicle movements expected leading to more pollution. Mitigation could include more sustainable and active travel links.
6. Biodiversity	0	0	0	0	0	0	No biodiversity role.
7. Heritage	0	0	0	0	0	0	The site has a limited heritage value.
8. Open space and landscape.	0	0	0	0	0	0	No open space or recreation value on site.
9. Transport	+	0	+	+	+	0	Overall impacts are positive given the site's sustainable urban location and link to services. Cumulatively, the level of development proposed through the Local Plan could lead to more sustainable travel links but could also increase congestion and vehicular movements.
10. Economic Dev.	+	0	+	0	0	0	Temporary construction employment which in turn could contribute to economic growth. Limited impacts in the long term. Improvement of local services may boost economic impacts.
11. Climate Change	0	0	0	0	0	0	Potential increase in emissions but opportunity to retrofit against the future impact of climate change. Opportunity to promote energy efficiency and renewable/low carbon technologies.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
+	Summary: The site is in a sustainable urban location with good links to the local services, in turn bringing about positive impacts on housing, transport and land use. The site is urban PDL therefore limited negative impacts are expected on the environment.						
Possible Mitigation: Mitigation could include land remediation, permeable surfaces, improved sustainable travel links and planting.							

AS1/009: 540-544 London Road							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	+	0	+	+	+	0	Opportunity for new housing provision and affordable units
2. Health	+	0	+	+	+	0	Potential knock on effects for local health care facilities. The site is

							within a deprive area therefore regeneration could contribute to reducing existing deprivation. The site is in close proximity to local services and likely encourage active travel.
3. Flood risk	0	0	0	0	0	0	Existing site has hardstanding and structures in place. Site not in flood zone and SUDs could be included to mitigate any surface water flooding.
4. Land and Soil	+	0	+	+	+	+	Use of brownfield land over greenfield land. Urban area offers opportunity for higher densities. Potential to remediate any contamination associated with the previous use.
5. Pollution	-	0	-	-	-	-	Increased exposure to noise and air pollution likely for new residents given proximity to A30. Increase in vehicle movements expected leading to more pollution. Mitigation could include more sustainable and active travel links.
6. Biodiversity	0	0	0	0	0	0	No biodiversity role.
7. Heritage	0	0	0	0	0	0	The site has a limited heritage value.
8. Open space and landscape.	0	0	0	0	0	0	No open space or recreation value on site.
9. Transport	+	0	+	+	+	0	Overall impacts are positive given the site's sustainable urban location and link to services. Cumulatively, the level of development proposed through the Local Plan could lead to more sustainable travel links but could also increase congestion and vehicular movements.
10. Economic Dev.	-	0	0	0	-	0	Negative impacts in the ling term if the site is brought forward in the latter stages of the plan. Temporary construction employment which in turn could contribute to economic growth.
11. Climate Change	0	0	0	0	0	0	Potential increase in emissions but opportunity to retrofit against the future impact of climate change. Opportunity to promote energy efficiency and renewable/low carbon technologies.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
+	Summary:						

	The site is in a sustainable urban location with good links to the local services, in turn bringing about positive impacts on health, housing, transport and land use. The site is urban PDL therefore limited negative impacts are expected on the environment. Some positive impacts on health but additional pressure on facilities. There would however be a loss of employment floorspace and negative pollution impacts given the proximity to the A30.
Possible Mitigation: Mitigation could include land remediation, permeable surfaces, improved sustainable travel links and planting. Relocation of the commercial use could help to maintain a presence in Spelthorne.	

AS1/011: Land at former Bulldog Nurseries London Road							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	+	0	+	+	+	0	Opportunity for new housing provision and affordable units
2. Health	+	0	+	+	+	0	Potential knock on effects for local health care facilities. The site is within a deprive area therefore regeneration could contribute to reducing existing deprivation. The site is in close proximity to local services and likely encourage active travel.
3. Flood risk	-	0	-	-	-	0	The site is not within flood risk areas however the site and adjacent pavement have been subject to surface water flooding in the past. Loss of permeable greenfield land. Opportunity for mitigation to improve the situation on site and for the wider area e.g. SuDS.
4. Land and Soil	-	0	-	-	-	-	The site is undeveloped Green Belt and will result in built development on uncontaminated land. Development won't result in the efficient use of PDL over greenfield land.
5. Pollution	-	0	-	-	-	-	Increased exposure to noise and air pollution likely for new residents given proximity to A30. Increase in vehicle movements expected leading to more pollution. Mitigation could include more sustainable and active travel links.
6. Biodiversity	-	0	-	-	-	-	The site is currently an underused area and its loss could have a negative impact on local biodiversity if existing vegetation is lost. Mitigation could include planting to encourage and protect biodiversity.
7. Heritage	0	0	0	0	0	0	The site has a limited heritage value.
8. Open space and landscape.	0	0	0	0	0	0	Although the site is located within the Green Belt, development of this site is not considered to significantly affect the wider landscape character as it is on the urban fringe

							with limited connection to the wider Green Belt.
9. Transport	+	0	+	+	+	0	Overall impacts are positive given the site's sustainable urban location and link to services. The site is undeveloped and would likely result in additional vehicle movements however is reasonably small scale and would help to facilitate sustainable transport modes. Cumulatively, the level of development proposed through the Local Plan could lead to more sustainable travel links but could also increase congestion and vehicular movements. The site could be enhanced through the improvement of the cycle lane running adjacent to the site.
10. Economic Dev.	+	0	+	0	0	0	Temporary construction employment which in turn could contribute to economic growth. Limited impacts in the long term. Improvement of local services may boost economic impacts.
11. Climate Change	0	0	0	0	0	0	Current use has little/no impact on resources, emissions or carbon use but the proposed use provides an opportunity to incorporate renewable or low carbon energy sources and promote sustainable development to tackle climate change.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
+	Summary: Positive impacts on housing, transport and economic growth. Although the site is greenfield land it has an urban character. The site is open greenfield land and loss to development could have negative environmental impacts, although its value is somewhat limited.						
Possible Mitigation: Mitigation could potentially include planting and screening to encourage biodiversity and improved sustainable transport links as well as water efficiency measures.							

AS2/001: Ashford Youth Club Kenilworth Road							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	+	0	+	+	+	0	Opportunity for new housing provision and affordable units
2. Health	+	0	+	+	+	+	The site is in a sustainable urban location with good access to transport links. Opportunities to enhance the existing youth centre

							facilities, which are important to the well-being of young people in the local community
3. Flood risk	0	0	0	0	0	0	Existing site has hardstanding and structures in place. Site not in flood zone and SUDs could be included to mitigate any surface water flooding.
4. Land and Soil	+	0	+	+	+	+	Use of brownfield land over greenfield land. Urban area offers opportunity for higher densities. Potential to remediate any contamination.
5. Pollution	0	0	0	0	-	-	Overall neutral impacts are expected, however in the long term negatives may arise if developed in the latter stages of the plan. Cumulatively, the amount of development approved may also lead to negative impacts. Mitigation could include more sustainable and active travel links.
6. Biodiversity	0	0	0	0	0	0	No biodiversity role.
7. Heritage	0	0	0	0	0	0	The site has a limited heritage value.
8. Open space and landscape.	0	0	0	0	0	0	No open space or recreation value on site.
9. Transport	+	0	+	+	+	0	Overall impacts are positive given the site's sustainable urban location and link to services. Cumulatively, the level of development proposed through the Local Plan could lead to more sustainable travel links but could also increase congestion and vehicular movements.
10. Economic Dev.	+	0	+	0	0	0	Temporary construction employment which in turn could contribute to economic growth. Limited impacts in the long term. Improvement of local services may boost economic impacts.
11. Climate Change	0	0	0	0	0	0	Potential increase in emissions but opportunity to retrofit against the future impact of climate change. Opportunity to promote energy efficiency and renewable/low carbon technologies.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
+	Summary: The site is in a sustainable urban location with good links to the local services, in turn bringing about positive impacts on health, housing, transport and land use. There is also opportunity for						

	new or enhanced youth facilities. The site is urban PDL therefore limited negative impacts are expected on the environment.
Possible Mitigation: Mitigation could include land remediation, permeable surfaces, improved sustainable travel links and planting.	

AS2/003: 648 London Road							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	+	0	+	+	+	0	Opportunity for new housing provision and affordable units
2. Health	0	0	0	0	0	0	The site is located within Ashford but is separated from the main settlement by an area of Green Belt, however services are generally within walking distance. The site is adjacent to the busy A30 which may not be considered safe for pedestrians, although there may be opportunities for improvement.
3. Flood risk	0	0	0	0	0	0	Existing site has hardstanding and structures in place. Site not in flood zone and SUDs could be included to mitigate any surface water flooding.
4. Land and Soil	+	0	+	+	+	+	Use of brownfield land over greenfield land. Urban area offers opportunity for higher densities. Potential to remediate any contamination associated with the previous use.
5. Pollution	-	0	-	-	-	-	The site is adjacent to the A30 so could have negative air quality and noise impacts which require mitigation. Cumulatively, the amount of development approved may also lead to negative impacts. Mitigation could include more sustainable and active travel links and noise attenuation measures.
6. Biodiversity	0	0	0	0	0	0	No biodiversity role.
7. Heritage	0	0	0	0	0	0	The site has a limited heritage value.
8. Open space and landscape.	0	0	0	0	0	0	No open space or recreation value on site.
9. Transport	+	0	+	+	+	0	Overall impacts are positive given the site's somewhat sustainable urban location and link to services. Cumulatively, the level of development proposed through the Local Plan could lead to more sustainable travel links but could also increase congestion and vehicular movements. The Green Belt between the site and the wider Ashford Settlement creates a

							perceived sense of separation and may increase car use.
10. Economic Dev.	-	0	0	0	-	0	Temporary employment and economic benefits from housing construction. The current use on site however does contribute to employment which would be lost if a suitable alternative site cannot be identified.
11. Climate Change	0	0	0	0	0	0	Potential increase in emissions but opportunity to retrofit against the future impact of climate change. Opportunity to promote energy efficiency and renewable/low carbon technologies.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
+	Summary: The site is in a sustainable urban location with good links to the local services, in turn bringing about positive impacts on health, housing, transport and land use. The site is urban PDL therefore limited negative impacts are expected on the environment. There would however be a loss of employment floorspace and negative pollution impacts given the proximity to the A30.						
Possible Mitigation: Mitigation could include land remediation, permeable surfaces, improved sustainable travel links and planting. Relocation of the commercial use could help to maintain a presence in Spelthorne.							

AS2/005: Land to the west of Edward Way Edward Way							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	+	0	+	+	+	0	Opportunity for new housing provision and affordable units
2. Health	0	0	0	0	0	?	The site is located to the north of Ashford with the site some distance from the town and sitting adjacent to London Road, which may not be considered safe for pedestrians. The scheme itself does not provide the opportunity for the incorporation of health facilities or open space. More widely the site could provide the opportunity for improvements to active travel and bus services along A30/London Road.
3. Flood risk	-	0	-	-	-	-	Although the site is not in a flood risk area it is undeveloped greenfield land. The scheme should implement SuDS but unlikely to fully mitigate compared to undeveloped land.
4. Land and Soil	-	0	-	-	-	-	The site is undeveloped Green Belt and will result in built development

							on uncontaminated land. Development won't result in the efficient use of PDL over greenfield land.
5. Pollution	-	0	-	-	-	-	All of Spelthorne is an AQMA. The proposed developments would result more people moving around and associated noise impacts. The site is adjacent to the A30. The development would however likely increase the amount of noise for nearby existing properties. Mitigation could include more sustainable and active travel links and noise attenuation measures.
6. Biodiversity	-	0	-	-	-	-	The site is currently an unused area of land and its loss could have a negative impact on local biodiversity if existing vegetation is lost. Mitigation could include planting to encourage and protect biodiversity.
7. Heritage	0	0	0	0	0	0	Area of archaeological potential located to the north of the site but no positive or negative impacts identified.
8. Open space and landscape.	-	0	-	-	-	-	Development of the site would result in the loss of open greenfield land which forms part of the Borough's landscape. Loss would result in negative impacts and cumulatively would alter the wider character.
9. Transport	0	0	0	0	0	0	The site is near to the urban area however is somewhat disconnected from local services as school fields to the west separate it from the wider urban area of Ashford. The site is considered to be reasonably sustainably located with services generally within the maximum walking distance, however the presence of the A30 to the north may discourage active travel.
10. Economic Dev.	+	0	+	0	0	0	Short term construction employment which in turn could contribute to economic growth. Limited impacts in the long term. Improvement of local services may boost economic impacts.
11. Climate Change	0	0	0	0	0	0	Current use has little/no impact on resources, emissions or carbon use but the proposed use provides an opportunity to incorporate renewable or low carbon energy sources and promote sustainable development to tackle climate change.
12. Water	-	0	-	-	-	-	Development of the site from open greenfield to built development will lead to an increase in water

							consumptions and likely knock-on impacts on its quality. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
+/0	Summary: Positive impacts on housing and economic growth. The site is open greenfield land and loss to development could have negative environmental impacts. The site is somewhat separated from the Ashford area which may discourage active travel.						
Possible Mitigation: Mitigation could include improved sustainable travel links. Planting on site could positively impact biodiversity. Noise attenuation measures would help to address impacts from the A30.							

AS2/006: land east of Desford Way Desford Way							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	++	0	++	++	++	+	Opportunity to meet community needs through travelling show people plots. Historic under provision would be addressed through the development of this site.
2. Health	0	0	0	0	0	?	The site is located to the north of Ashford with the site some distance from the town and sitting adjacent to London Road, which may not be considered safe for pedestrians. The scheme itself does not provide the opportunity for the incorporation of health facilities or open space. More widely the site could provide the opportunity for improvements to active travel and bus services along A30/London Road.
3. Flood risk	-	0	-	-	-	-	Although the site is not in a flood risk area it is undeveloped greenfield land. The scheme should implement SuDS but unlikely to fully mitigate compared to undeveloped land.
4. Land and Soil	-	0	-	-	-	-	The site is undeveloped Green Belt and will result in built development on uncontaminated land. Development won't result in the efficient use of PDL over greenfield land.
5. Pollution	-	0	-	-	-	-	All of Spelthorne is an AQMA. The proposed developments would result more people moving around and associated noise impacts. The site is adjacent to the A30. The development would however likely increase the amount of noise for nearby existing properties. Mitigation could include more sustainable and active travel links and noise attenuation measures.

6. Biodiversity	-	0	-	-	-	-	The site is currently an unused area of land and its loss could have a negative impact on local biodiversity if existing vegetation is lost. Mitigation could include planting to encourage and protect biodiversity.
7. Heritage	0	0	0	0	0	0	Area of archaeological potential located to the north of the site but no positive or negative impacts identified.
8. Open space and landscape.	-	-	-	-	-	-	Development of the site would result in the loss of open greenfield land which forms part of the Borough's landscape. Loss would result in negative impacts and cumulatively would alter the wider character. The site is adjacent to Hounslow therefore development could have negative impacts on the integrity of the strategic Green Belt and landscape character. Mitigation could include enhancements of the site's boundaries to protect the Green Belt role.
9. Transport	0	0	0	0	0	0	The site is near to the urban area however is somewhat disconnected from local services as school fields to the west separate it from the wider urban area of Ashford. The site is considered to be somewhat sustainably located with services generally within the maximum walking distance, however the presence of the A30 to the north may discourage active travel.
10. Economic Dev.	+	0	+	0	0	0	Short term construction employment which in turn could contribute to economic growth. Limited impacts in the long term. Improvement of local services may boost economic impacts.
11. Climate Change	0	0	0	0	0	0	Current use has little/no impact on resources, emissions or carbon use but the proposed use provides an opportunity to incorporate renewable or low carbon energy sources and promote sustainable development to tackle climate change.
12. Water	-	0	-	-	-	-	Development of the site from open greenfield to built development will lead to an increase in water consumptions and likely knock-on impacts on its quality. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
+	Summary:						

	The provision of Travelling Showpeople plots would help to meet local needs that have historically not been met. This would result in a significant positive impact. The site is open greenfield land and loss to development could have negative environmental impacts. The site is somewhat separated from the Ashford area which may discourage active travel.
Possible Mitigation: Mitigation could include improved sustainable travel links. Planting on site could positively impact biodiversity. Noise attenuation measures would help to address impacts from the A30. Boundary strengthening would help to address trans-boundary impacts on Green Belt and landscape.	

AT1/002: Ashford Sports Club Woodthorpe Road							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	++	0	++	++	++	+	Notable contribution to meeting housing need with affordable housing element included. Long term benefits from higher level of provision and affordable housing.
2. Health	+	0	+	+	+	+	The site is in a sustainable location close to local services in and around Ashford and Staines. Good access to public transport to reduce reliance on the car. Adjacent to sports club and close to public recreation facilities. No loss of recreation land (but noted that the sports club could use the land for recreation purposes). Improved pedestrian links could boost active travel and there is an opportunity for a small scale open space.
3. Flood risk	-	0	-	-	-	-	Site within flood zone 2 and potential loss of permeable land and introduction of hardstanding. Would need to include permeable surfaces and SuDS but unlikely to fully mitigate compared to undeveloped land.
4. Land and Soil	-	0	-	-	-	-	The site is undeveloped Green Belt and will result in built development on uncontaminated land. Development won't result in the efficient use of PDL over greenfield land.
5. Pollution	-	0	-	-	-	-	Some noise impacts from railway line and possible impacts from the adjacent Woodthorpe Road. Mitigation could include more sustainable and active travel links and noise attenuation measures.
6. Biodiversity	-	0	-	-	-	-	The site is currently an unused area of land and its loss could have a negative impact on local biodiversity if existing vegetation is lost. Mitigation could include planting to encourage and protect biodiversity.
7. Heritage	0	0	0	0	0	0	No heritage impacts identified.

8. Open space and landscape.	-	-	-	-	-	-	Loss of open space but not public and not of landscape character
9. Transport	0	0	0	0	0	0	Given the site's sustainable urban location and link to services there is opportunity to encourage sustainable modes of travel, however the quantum of development proposed is likely to result in additional vehicle movements and could worsen congestion. Cumulatively, the level of development proposed through the Local Plan could lead to more sustainable travel links but could also negatively impact the wider road network.
10. Economic Dev.	+	0	+	0	0	0	Short term construction employment which in turn could contribute to economic growth. Limited impacts in the long term. Improvement of local services may boost economic impacts.
11. Climate Change	0	0	0	0	0	0	Current use has little/no impact on resources, emissions or carbon use but the proposed use provides an opportunity to incorporate renewable or low carbon energy sources and promote sustainable development to tackle climate change.
12. Water	-	0	-	-	-	-	Development of the site from open greenfield to built development will lead to an increase in water consumptions and likely knock-on impacts on its quality. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
+	Summary: Positive impacts on housing, transport and economic growth. Although the site is greenfield land it has an urban character as is adjacent to the Ashford urban area. The site is open greenfield land and loss to development could have negative environmental impacts, although its value is somewhat limited.						
Possible Mitigation: Mitigation could potentially include planting and screening to encourage biodiversity and improved sustainable transport links.							

AT1/012: Ashford Community Centre Woodthorpe Road							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	++	0	++	++	++	+	100% affordable housing scheme proposed on site. This would help to meet the specific needs of the community.
2. Health	+	0	+	+	+	+	The site is at the edge of the urban area and would likely encourage

							sustainable travel. The provision of a new community centre would also have positive impacts on well-being.
3. Flood risk	-	0	-	-	-	-	The site is within flood zone 3a meaning it is likely to increase the number at properties at risk of flooding. The site does however provide the opportunity for SuDS to be incorporated. Development would need a flood risk assessment to support the proposals and demonstrate that flood risk would not be worsened.
4. Land and Soil	0	0	0	0	0	0	The site is Green Belt but is previously developed land.
5. Pollution	-	0	-	-	-	-	The development of the site for residential alongside a new community centre is likely to result in additional vehicle movements to and from the site. The A308 also runs to the south of the site which will expose new residents to pollution. Mitigation could include more sustainable and active travel links and noise attenuation measures.
6. Biodiversity	0	0	0	0	0	0	The site is already in use as a community hall. The site is not considered to perform a strong biodiversity role, although the River Ash runs to the north of the site, which could be subject to additional recreation pressure with new residents. Overall, impacts are expected to be limited given the existing use on site and small amount of change expected. Mitigation could include enhancements to the River Ash Corridor.
7. Heritage	0	0	0	0	0	0	NO heritage impacts identified.
8. Open space and landscape.	0	0	0	0	0	0	The site is occupied by a community centre at the edge of Ashford town so is not considered to perform a landscape role.
9. Transport	+	0	+	+	+	0	The site is located within close proximity to local services in Ashford. Bus stops are present along Woodthorpe Road. Development could potentially increase private vehicle use in the area therefore a sustainable transport plan should be provided for the site.
10. Economic Dev.	+	0	+	+	+	+	Short term benefits from housing construction. The provision of a new community centre may also increase revenue if the site has the opportunity for renting out.

11. Climate Change	0	0	0	0	0	0	The current use is likely to have a somewhat notable impact on resources, emissions or carbon use and redevelopment would also likely result in notable resource use. The increase in residential properties could have negative impacts on resources but the development should seek to adopt low carbon measures. Impacts could potentially be mitigated through sustainable construction. The site could potentially incorporate renewable and low carbon energy.
12. Water	-	0	-	-	-	-	Development of the site from open greenfield to built development will lead to an increase in water consumptions and likely knock-on impacts on its quality. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
+	Summary: The provision of a 100% affordable housing scheme and a new community centre would bring about positive impacts. The site is in the Green Belt but is previously developed. The site is in a reasonably sustainable location, close to services in Ashford. The site is however at risk of flooding and close to the River Ash therefore suitable mitigation is required including a flood risk assessment and biodiversity enhancements.						
Possible Mitigation: Flood risk mitigation and biodiversity enhancements, as well as water efficiency measures, noise attenuation and sustainable travel options.							

AT3/007: Ashford Multi-storey car park Church Road							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	+	0	+	+	+	+	Opportunity for new housing provision and affordable units
2. Health	+	0	+	+	+	+	The Site is in a sustainable location with shops and services in close proximity. The site is also on major bus routes and is close to the rail station.
3. Flood risk	0	0	0	0	0	0	Existing site has hardstanding and structures in place. Site not in flood zone and SUDs could be included to mitigate any surface water flooding.
4. Land and Soil	+	0	+	+	+	+	No recorded contamination uses. Development would enable PDL to be developed over greenfield land. Urban area offers opportunity for higher densities.
5. Pollution	0	0	0	0	0	0	The site is occupied by a carpark which generates vehicle movements. Development to residential is unlikely to lead to

							additional movements. Mitigation could include more sustainable and active travel links and noise attenuation measures to address nearby traffic.
6. Biodiversity	0	0	0	0	0	0	No biodiversity role.
7. Heritage	0	0	0	0	0	0	The site has a limited heritage value.
8. Open space and landscape.	0	0	0	0	0	0	No open space or recreation value on site.
9. Transport	+	0	+	+	+	+	Sustainable site in proximity to local services and public transport in Ashford town centre. As the site is within the town centre this is likely encourage and facilitate more sustainable and active travel with opportunity for greater links between schemes.
10. Economic Dev.	+	0	+	+	+	+	Temporary employment and economic benefits from housing construction. Potential for ground floor retail units which could contribute to economic growth. No employment on site.
11. Climate Change	0	0	0	0	0	0	Potential increase in emissions but opportunity to retrofit against the future impact of climate change. Opportunity to promote energy efficiency and renewable/low carbon technologies.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
+	Summary: The site is in a sustainable urban location in Ashford Town Centre with good links to the local services, in turn bringing about positive impacts on health, housing, transport and land use. The site is urban PDL therefore limited negative impacts are expected on the environment.						
Possible Mitigation: Mitigation could include sustainable construction and measures to reduce water consumption.							

AT3/009: Ashford Telephone Exchange Church Road							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	+	0	+	+	+	+	Opportunity for new housing provision and affordable units
2. Health	+	0	+	+	+	+	The Site is in a sustainable location with shops and services in close proximity. The site is also on major bus routes and is close to the rail station.

3. Flood risk	0	0	0	0	0	0	Existing site has hardstanding and structures in place. Site not in flood zone and SUDs could be included to mitigate any surface water flooding.
4. Land and Soil	+	0	+	+	+	+	No recorded contamination uses. Development would enable PDL to be developed over greenfield land. Urban area offers opportunity for higher densities.
5. Pollution	0	0	0	0	0	0	The existing use has some vehicle movements associated with it. Development to residential may lead to additional movements, although the site is within Ashford Town Centre and facilitates sustainable travel. Mitigation could include more sustainable and active travel links and noise attenuation measures to address nearby traffic.
6. Biodiversity	0	0	0	0	0	0	No biodiversity role.
7. Heritage	0	0	0	0	0	0	The site has a limited heritage value.
8. Open space and landscape.	0	0	0	0	0	0	No open space or recreation value on site.
9. Transport	+	0	+	+	+	+	Sustainable site in proximity to local services and public transport in Ashford town centre. As the site is within the town centre this is likely encourage and facilitate more sustainable and active travel with opportunity for greater links between schemes.
10. Economic Dev.	-	0	0	0	-	0	Short-term employment and economic benefits from housing construction but loss of employment from telephone exchange if an alternative location cannot be identified.
11. Climate Change	0	0	0	0	0	0	Potential increase in emissions but opportunity to retrofit against the future impact of climate change. Opportunity to promote energy efficiency and renewable/low carbon technologies.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
+	Summary: The site is in a sustainable urban location in Ashford Town Centre with good links to the local services, in turn bringing about positive impacts on health, housing, transport and land use. The site is urban PDL therefore limited negative impacts are expected on the environment.						
Possible Mitigation: Mitigation could include sustainable construction and measures to reduce water consumption.							

AT3/016: 23-31 (not 11-19) Woodthorpe Road							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	+	0	+	+	++	+	Opportunity for new housing provision and affordable units
2. Health	0	0	0	0	0	0	The Site is in a sustainable location with shops and services in close proximity. The site is also on major bus routes and is close to the rail station. The level of development proposed may increase pressure on health facilities
3. Flood risk	0	0	0	0	0	0	Existing site has hardstanding and structures in place. Site not in flood zone and SUDs could be included to mitigate any surface water flooding.
4. Land and Soil	+	0	+	+	+	+	No recorded contamination uses. Development would enable PDL to be developed over greenfield land. Urban area offers opportunity for higher densities.
5. Pollution	0	0	0	0	0	0	The existing use has some vehicle movements associated with it. Development to residential may lead to additional movements, although the site is within Ashford Town Centre and facilitates sustainable travel. Mitigation could include more sustainable and active travel links and noise attenuation measures to address nearby traffic.
6. Biodiversity	0	0	0	0	0	0	No biodiversity role.
7. Heritage	0	0	0	0	0	0	The site has a limited heritage value.
8. Open space and landscape.	0	0	0	0	0	0	No open space or recreation value on site.
9. Transport	+	0	+	+	+	+	Sustainable site in proximity to local services and public transport in Ashford town centre. As the site is within the town centre this is likely encourage and facilitate more sustainable and active travel with opportunity for greater links between schemes.
10. Economic Dev.	+	0	+	+	+	+	Temporary employment and economic benefits from housing construction. Potential for ground floor enhanced commercial units which could contribute to economic growth as part of a mixed use scheme.
11. Climate Change	0	0	0	0	0	0	Potential increase in emissions but opportunity to retrofit against the future impact of climate change.

							Opportunity to promote energy efficiency and renewable/low carbon technologies.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
+	Summary: The site is in a sustainable urban location in Ashford Town Centre with good links to the local services, in turn bringing about positive impacts on housing, transport and land use. The site is urban PDL therefore limited negative impacts are expected on the environment. Opportunity for a mixed use scheme with improved commercial facilities and new residential units.						
Possible Mitigation: Mitigation could include sustainable construction and measures to reduce water consumption.							

HS1/002: Land at Croysdale Avenue/ Hazelwood Drive Croysdale Avenue							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	+	0	+	+	+	+	Opportunity for new housing provision and affordable units
2. Health	+	0	+	+	0	0	Improved pedestrian access through the site to the scout hut/autism centre to the south proposed. Potential knock on effects for local health care facilities in the long term and for the wider area, but opportunity to fund an enhanced services Positive impacts on health and wellbeing expected.
3. Flood risk	-	0	-	-	-	-	Although the site is not in a flood risk area it is undeveloped greenfield land. The scheme should implement SuDS but unlikely to fully mitigate compared to undeveloped land.
4. Land and Soil	-	0	-	-	-	-	The site is undeveloped Green Belt and will result in built development on uncontaminated land. Development won't result in the efficient use of PDL over greenfield land. The site is adjacent to the Vicarage Farm Landfill site with potential landfill gas issues. Ground gas protection measures required.
5. Pollution	-	0	-	-	-	-	All of Spelthorne is an AQMA. The proposed developments would result more people moving around and associated noise impacts. The site is set back adjacent to London Irish and away from the main road, meaning exposure to existing air and noise pollution would be somewhat limited. The development would however likely increase the

							amount of noise for nearby existing properties.
6. Biodiversity	-	0	-	-	-	-	Whilst the site is not a designated biodiversity site the development of the site may result in the loss of existing trees and vegetation which may perform a habitat function. In terms of mitigation, development should be designed to retain trees and incorporate green corridors which link the site to wider greenfield. The site is also partially located within the Thames Valley BOA.
7. Heritage	0	0	0	0	0	0	The site has a limited heritage value.
8. Open space and landscape.	-	0	-	-	-	-	Development of the site would reduce the open character of the landscape, particularly from the west although the effects are somewhat reduced due to the presence of London Irish and the sports fields as well as the position of the site at the edge of the urban area. Screening would be required to limit the site's impacts on the wider area.
9. Transport	0	0	0	0	0	0	The site is within 400m of a bus stop whilst a public right of way is present to the south of the site connecting it to Upper Halliford. Services in Lower Sunbury are less than 2km walk. The scheme will increase vehicle movements however these are not considered to be significant. Development should look to increase connectivity and access to local sustainable transport modes.
10. Economic Dev.	+	0	+	0	0	0	Temporary construction employment which in turn could contribute to economic growth. Limited impacts in the long term. Improvement of local services may boost economic impacts.
11. Climate Change	0	0	0	0	0	0	Current use has little/no impact on resources, emissions or carbon use but the proposed use provides an opportunity to incorporate renewable or low carbon energy sources and promote sustainable development to tackle climate change.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development

							such as the use of water meters and rainwater harvesting.
+/0	Summary: Positive impacts on housing and economic growth. Although the site is greenfield land it is close to the urban area.						
Possible Mitigation: Additional planting and boundary treatment would help to mitigation environmental impacts. Improved linkages to sustainable transport options would facilitate active travel and reduce car movements.							

HS1/003: Land to N of Croysdale Avenue Croysdale Avenue							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	+	0	+	+	+	+	Opportunity for new housing provision and affordable units
2. Health	0	0	0	0	0	0	Loss of open green space. The majority of local services are within walking distance, however some of these are towards the preferred maximum. There are no proposed infrastructure improvements. Potential knock on effects for local health care facilities in the long term and for the wider area, but opportunity to fund an enhanced services Positive impacts on health and wellbeing expected.
3. Flood risk	-	0	-	-	-	-	Although the site is not in a flood risk area it is undeveloped greenfield land. The scheme should implement SuDS but unlikely to fully mitigate compared to undeveloped land.
4. Land and Soil	-	0	-	-	-	-	The site is undeveloped Green Belt and will result in built development on uncontaminated land. Development won't result in the efficient use of PDL over greenfield land
5. Pollution	-	0	-	-	-	-	All of Spelthorne is an AQMA. The proposed developments would result more people moving around and associated noise impacts. The development would likely increase the amount of noise for nearby existing properties. Improved sustainable transport links would reduce car use and pollution.
6. Biodiversity	-	0	-	-	-	-	Whilst the site is not a designated biodiversity site the development of the site may result in the loss of existing trees and vegetation which may perform a habitat function. In terms of mitigation, development should be designed to retain trees and incorporate green corridors which link the site to wider greenfield. The site is also partially

							located within the Thames Valley BOA.
7. Heritage	0	0	0	0	0	0	The site has a limited heritage value.
8. Open space and landscape.	-	0	-	-	-	-	Development of the site would reduce the open character of the landscape, particularly from the west although the effects are somewhat reduced due to the presence of London Irish and the sports fields as well as the position of the site at the edge of the urban area. Screening would be required to limit the site's impacts on the wider area.
9. Transport	0	0	0	0	0	0	There are no local services within the immediate vicinity of the site. Bus stops are present more than 400m walk with a school and park in walking distance. Services in Sunbury are generally less than 30 minute walk. Proposed use would increase need to travel by car.
10. Economic Dev.	+	0	+	0	0	0	Temporary construction employment which in turn could contribute to economic growth. Limited impacts in the long term. Improvement of local services may boost economic impacts.
11. Climate Change	0	0	0	0	0	0	Current use has little/no impact on resources, emissions or carbon use but the proposed use provides an opportunity to incorporate renewable or low carbon energy sources and promote sustainable development to tackle climate change.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
-/0	Summary: Positive impacts on housing and economic growth. Although the site is greenfield land it is close to the urban area. The site makes an important contribution to the wider landscape and its development would result in negative impacts.						
Possible Mitigation: Additional planting and boundary treatment would help to mitigation environmental impacts. Improved linkages to sustainable transport options would facilitate active travel and reduce car movements.							

HS1/004: Units 1 and 2, Longwood Business Park Fordbridge Road							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation

1. Housing	+	0	+	+	+	+	Opportunity for new housing provision and affordable units
2. Health	-	0	-	-	-	-	There are no proposed infrastructure improvements. There may be opportunities to provide small scale publicly accessible greenspace which could increase wellbeing. Local services are generally at the top end of the preferred maximum walking distances therefore the site is not likely to facilitate healthy modes of transport.
3. Flood risk	-	0	-	-	-	-	Parts of the site are located within flood zone 3a. The site is largely within flood zone 2. Any proposals for the site should demonstrate safe access during a flood event and that flood risk will not be increased. Sustainable drainage should be incorporated.
4. Land and Soil	0	0	0	0	0	0	The site is not in agricultural use and would result in the development of brownfield land. Early indications show that there is some contamination on the land therefore remediation could improve the quality of the land. The site is in the wider Green Belt
5. Pollution	0	0	0	0	0	0	All of Spelthorne is an AQMA. Development may potentially increase exposure to pollution however the effects are unlikely to be significant as the site is not located in close proximity to a main road. The existing use already brings about pollution. An air quality assessment is required. Improved sustainable transport links would reduce car use and pollution.
6. Biodiversity	-	0	-	-	-	-	The site is not a designated biodiversity site but the grassed area to the front of the site could be lost if developed. Impacts on the wider environment are limited with more localised impacts expected.
7. Heritage	0	0	0	0	0	0	The site has a limited heritage value.
8. Open space and landscape.	0	0	0	0	0	-	Site is currently occupied by 2 story industrial buildings, with grass and trees surrounding. The site currently holds limited landscape value although it is located within the Green Belt. The site is currently screened and this would need to remain to limit the site's impacts on the wider area, otherwise negative impacts could arise with development. Open

							space to the front of the site may be lost.
9. Transport	0	0	0	0	0	0	Stops for the 555 bus service on Halliford Road but most services are above comfortable walking distance and the site is not considered to be sustainably located, however it is already developed and would not give rise to a signficant increase in vehicle numbers. The scheme is unlikely to lead to an increase in walking or cycling as a result and therefore would have very limited impact on encouraging a modal shift to public transport use. Improved links to sustainable travel would help to reduce car use.
10. Economic Dev.	-	0	0	-	-	-	6,000 sqm of employment floorspace will be lost to residential. Short term construction benefits.
11. Climate Change	0	0	0	0	0	0	The development of the site could provide an opportunity to incorporate renewable or low-carbon energy sources and would be balanced by the likely increase in air pollution locally.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
-/0	Summary: The site is partly previously developed land and would help to meet housing needs, however it is at risk of flooding, is part of the Green Belt, would likely lead to increased car use which in turn could increase pollution, and could potentially result in negative impacts on biodiversity. Development would result in the loss of employment uses.						
Possible Mitigation: Mitigation could include improved sustainable transport links, relocation of the commercial use and suitable flood risk mitigation measures.							

HS1/005: Land adjacent to Squires Garden Centre Halliford Road							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	+	0	+	+	+	+	Opportunity for new housing provision and affordable units
2. Health	-	0	-	-	-	-	There are no proposed infrastructure improvements that would enhance health and well-being, nor is the site considered large enough to support this. The site is however not well connected to local services so is unlikely to promote healthy modes of travel. The site could potentially increase

							vehicle use in the area and have an impact on highway safety, although vehicle movements aren't expected to be significant. Services are generally above the desirable walking distance. Notwithstanding these, there are opportunities to link up the site with sustainable modes of travel.
3. Flood risk	-	0	-	-	-	-	The site is largely within flood zone 2. Potential loss of permeable land as the site is currently open greenfield. Any proposals for the site should demonstrate safe access during a flood event and that flood risk will not be increased. Sustainable drainage should be incorporated.
4. Land and Soil	-	0	-	-	-	-	The site is undeveloped Green Belt and will result in built development on uncontaminated land. Development won't result in the efficient use of PDL over greenfield land.
5. Pollution	0	0	0	0	0	0	All of Spelthorne is an AQMA. The site is currently used as an overflow carpark which already generates pollution. Development of the site is also expected to increase pollution however impacts are can be expected to neutralise.
6. Biodiversity	0	0	0	0	0	0	The site operates as an overflow carpark so there is no particular habitat or biodiversity value.
7. Heritage	0	0	0	0	0	0	Development is not considered to have any notable positive or negative impacts on heritage assets and the historic environment. The site is an area of archaeological potential so investigation is required.
8. Open space and landscape.	-	0	-	-	-	-	The site is located within the Green Belt and development would reduce the overall openness. Loss of open space would affect the character of the landscape including the River Floodplain. Screening would be required to reduce the visual impact on the wider landscape.
9. Transport	0	0	0	0	0	0	The scheme could be expected to increase vehicle movements especially at peak times however this is not considered to be significant given that the site operates as an overflow carpark. The site is 400m from bus stops, however the regularity of these services is limited therefore this is likely to increase reliance on private

							vehicles. Services are generally above the desirable walking distance. Development should look to increase connectivity and access to local sustainable transport modes.
10. Economic Dev.	+	0	+	0	0	0	Temporary construction employment which in turn could contribute to economic growth. Limited impacts in the long term. Improvement of local services may boost economic impacts.
11. Climate Change	0	0	0	0	0	0	Current use as an overlfow car park generates emissions therefore the development of the site could provide the opportunity to incorporate renewable or low carbon energy sources and promote sustainable development to tackle climate change. Impacts on resources therefore likely to balance out.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
-	Summary: Impacts are expected to be largely negative overall as the site is an open greenfield and is at risk of flooding. The site also contributes to the wider landscape and is not particularly sustainably located, with public transport above the desired walking distances. Positive impacts expected on housing provision and temporary economic benefits from construction.						
Possible Mitigation: Mitigation could include improved sustainable transport links and suitable flood risk mitigation measures. The regularity of public transport services could be improved.							

HS1/006: Land at Hazelwood and Upper Halliford Road Upper Halliford Road							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	++	0	+	+	++	++	The site will make a significant contribution to meeting the Borough's housing need. The quantity of housing proposed could meet a wide variety of needs of people within the Borough.
2. Health	0	0	0	0	0	0	Site is in a reasonably sustainable location close to some local services in and around Sunbury. The site is close to a main bus route which would help reduce the reliance on car travel. A public right of way runs along the periphery of the site facilitating access into Sunbury. There is no loss of publicly accessible recreation land

							although the loss of open greenfield land could negatively impact wellbeing. There are no proposed infrastructure improvements that would enhance health and well-being, and the site is considered unlikely to be able to support this.
3. Flood risk	-	0	-	-	-	-	The site is largely within flood zone 2. Potential loss of permeable land as the site is currently open greenfield. Any proposals for the site should demonstrate safe access during a flood event and that flood risk will not be increased. Sustainable drainage should be incorporated.
4. Land and Soil	-	0	-	-	-	-	The site is undeveloped Green Belt and will result in built development on uncontaminated land. Development won't result in the efficient use of PDL over greenfield land. Site B is used for agricultural purposes.
5. Pollution	-	0	-	-	-	-	All of Spelthorne is an AQMA. Development would lead to an increase in noise and air pollution within the local area. Exposure to traffic along A244. Improved sustainable transport links would reduce car use and pollution.
6. Biodiversity	-	0	-	-	-	-	Whilst the site is not a designated biodiversity site the development of the site may result in the loss of existing trees and vegetation which may perform a habitat function.
7. Heritage	0	0	0	0	0	0	The site has a limited heritage value.
8. Open space and landscape.	-	0	-	-	-	-	Loss of open space that contributes to the character of the landscape and forming part of a wider area of strategic Green Belt.
9. Transport	-	0	-	-	-	-	The development of the site is likely to increase car use given its significant size. This is likely to negatively impact congestion in the wider area. Potential to improve active travel links. Right of way to the east.
10. Economic Dev.	+	0	+	0	0	0	Temporary construction employment which in turn could contribute to economic growth. Limited impacts in the long term. Improvement of local services may boost economic impacts.
11. Climate Change	-	0	-	-	-	-	Current use has little/no impact on resources, emissions or carbon use, although could be mitigated through sustainable construction. The site is of significant size and development to the level proposed

							would likely bring about a notable amount of resource use, particularly in the long term. Emissions likely to increase across the borough without appropriate mitigation such as sustainable construction, energy reduction schemes and low carbon technology.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
-	Summary: The significant amount of development proposed would have positive impacts on housing provision but consequently this would negatively impact the environment and lead to additional pressure in the local area due to the number of dwellings proposed.						
Possible Mitigation: Mitigation could include improved sustainable transport links and suitable flood risk mitigation measures. Sustainable construction and management of properties could reduce emissions and pollution. Noise attenuation measures could help to address impacts.							

HS1/007: Land at Fordbridge Road Fordbridge Road							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	++	0	+	+	++	++	The site will make a notable contribution to meeting the Borough's housing need. The quantity of housing proposed could meet a wide variety of needs of people within the Borough.
2. Health	0	0	0	0	0	0	There are no proposed infrastructure improvements, nor is the site considered large enough to support this but there are opportunities to link up the site with sustainable modes of travel. The site could potentially increase vehicle use in the area and have an impact on highway safety, although vehicle movements aren't expected to be significant. Loss of open space could negatively impact well-being but there could be opportunities for small scale provision. Services are generally above the desirable walking distance
3. Flood risk	-	0	-	-	-	-	Although the site is not in a flood risk area it is undeveloped greenfield land. The scheme should implement SuDS but unlikely to fully mitigate compared to undeveloped land.

4. Land and Soil	-	0	-	-	-	-	There would be loss of greenfield land. Although used for agriculture (grazing), there is no loss of Grade 1, 2 or 3 agricultural land. Potential elevated soil contaminants and ground gases therefore remediation may be necessary.
5. Pollution	-	0	0	-	-	-	All of Spelthorne is an AQMA. Adjacent to Halliford Road. Development of the site would bring about a notable number of vehicles and in turn increase pollution. Improved sustainable transport links would reduce car use and pollution.
6. Biodiversity	-	0	-	-	-	-	Whilst the site is not a designated biodiversity site, development may result in the loss of existing vegetation which may perform a habitat function.
7. Heritage	0	0	0	0	0	0	The site has a limited heritage value.
8. Open space and landscape.	-	0	-	-	-	-	Loss of open space that contributes to the character of the landscape (River Floodplain). Screening would be required to reduce the visual impact on the wider landscape.
9. Transport	-	0	-	-	-	-	The scheme will increase vehicle movements compared to the existing undeveloped nature of the site. The site is more than 800m from bus stops with regular services. Services are generally above the desirable walking distance. Development should look to increase connectivity and access to local sustainable transport modes.
10. Economic Dev.	+	0	+	0	0	0	Temporary construction employment which in turn could contribute to economic growth. Limited impacts in the long term. Improvement of local services may boost economic impacts.
11. Climate Change	0	0	0	0	0	0	Current use has little/no impact on resources, emissions or carbon use but the proposed use provides an opportunity to incorporate renewable or low carbon energy sources and promote sustainable development to tackle climate change.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
-	Summary:						

	The notable amount of development proposed would have positive impacts on housing provision but consequently this would negatively impact the environment and lead to additional pressure in the local area due to the number of dwellings proposed.
Possible Mitigation: Mitigation could include improved sustainable transport links to reduce pollution. Sustainable construction and management of properties could reduce emissions and pollution. Noise attenuation measures could help to address impacts.	

HS1/008: Land north of Charlton Lane Charlton Lane							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	0	0	0	0	0	0	Not promoted for housing.
2. Health	0	0	0	0	0	0	Loss of green space (not public) but off-set by creation of employment opportunities which could improve wellbeing and inequalities.
3. Flood risk	-	0	-	-	-	-	Not within flood zone but potential loss of permeable land and introduction of hardstanding. Notwithstanding mitigation measures including the inclusion of permeable surfaces and SuDS it is unlikely the risk could be fully mitigated compared to undeveloped land.
4. Land and Soil	-	0	-	-	-	-	Site could be contaminated due to being filled following mineral extraction (would require decontamination, which could be considered a benefit) and loss of non-PDL.
5. Pollution	-	0	-	-	-	-	All of Spelthorne is an AQMA. Increase in vehicle movements. Site in close proximity to M3 and rail line which could increase noise and pollution exposure, however as not promoted for residential use impacts would less severe.
6. Biodiversity	-	0	-	-	-	-	Loss of open green space. Development of site likely to have an impact on habitats and biodiversity even though not a designated nature conservation site.
7. Heritage	0	0	0	0	0	0	The site has a limited heritage value.
8. Open space and landscape.	--	0	-	--	--	--	Loss of considerable area of open space and landscape character that is not publicly accessible across its full extent but is highly visible from many vantage points. In the context of the wider borough, the loss of this site would have significant negative impacts on the landscape character and strategic Green Belt. Screening and boundary treatment may help to reduce the impacts.

9. Transport	-	0	-	-	-	-	Site located near train station but the proposed use would result in additional car movements and lead to increased HGV movements on the road network, leading to congestion. Links to public transport could shift employee movements towards sustainable travel.
10. Economic Dev.	++	0	++	++	++	++	Employment use promoted. Site within proximity of established industrial estate (Windmill Road).
11. Climate Change	-	0	-	-	-	-	Current use has little/no impact on resources, emissions or carbon use, although could be mitigated through sustainable construction. The site is of significant size and development to the level proposed would likely bring about a notable amount of resource use, particularly in the long term compared to the existing. THe size of development is considered to result in negative impacts overall. Emissions likely to increase across the borough without appropriate mitigation such as sustainable construction, energy reduction schemes and low carbon technology.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
-	Summary: The site only scores positively against economic/employment uses as is promoted for commercial use. The site is located adjacent to the M3 and rail line therefore negative impacts on pollution and health can be expected. Loss of open greenfield land likely to result in negative environmental impacts.						
Possible Mitigation: Mitigation could include improved sustainable transport links to reduce pollution. Sustainable construction could reduce emissions and pollution. Noise attenuation measures could help to address impacts.							

HS1/009: Bugle Nurseries, 171 Upper Halliford Road							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	+	0	+	+	+	+	The site would contribute to meeting housing need.
2. Health	+	0	+	+	+	+	The proposed development seeks to provide an open space on the northern/rear part of the site thus improving health and wellbeing.
3. Flood risk	0	0	0	0	0	0	The site is not located within an area of flood risk but potential ground water and surface water flood risk. Any development would

							need to include permeable surfaces and SuDS but unlikely to fully mitigate compared to undeveloped land which part of the site comprises. The PDL element of the site offers the opportunity to incorporate permeable surfaces.
4. Land and Soil	-	0	0	0	0	0	The site is designated as Green Belt and is partly previously developed therefore development would have mixed impact on land. The site is partly used for waste processes and initial site investigations shows parts of the site are contaminated. The remediation of this land for re-development would therefore reduce contamination however would not protect soil quality and quantity.
5. Pollution	0	0	0	0	0	0	Development is unlikely to reduce pollution with likely increased car use in the area. May lead to a reduction in noise pollution with fewer heavy goods vehicles and general waste processing sounds at the site reduced.
6. Biodiversity	0	0	0	0	0	0	The site currently has limited biodiversity value due to its current role however the area to the rear could have some value. A housing development with open spaces and landscaping could enhance this.
7. Heritage	0	0	0	0	0	0	Neutral impacts on historic environment. No heritage assets nearby.
8. Open space and landscape.	0	0	0	0	0	0	The site offers no benefit in terms of open space in its current use and it has a detrimental impact on the landscape. A well-designed scheme could improve the area's character and provide some open space. The area to the west behind the commercial uses is of a more open nature with an overall semi-urban character. The introduction of a strategic Green Belt buffer could help to protect the Green Belt performance and improve the setting and landscape value of the site.
9. Transport	0	0	0	0	0	0	The development of the site is likely to increase car use but the proposed pedestrian crossing improvements would result in a positive impact. The site is already developed thus reducing the impact of increased car use.
10. Economic Dev.	0	0	0	0	0	0	Existing employment on the site would be lost however the site

							already has planning permission therefore allocation is not likely to alter the site's role. There would be short term construction jobs however there are no proposed employment opportunities.
11. Climate Change	0	0	0	0	0	0	Development could allow for energy efficient systems to be installed to mitigate the impact of development. There is likely to be a reduction in large vehicles using the site in the long term which would benefit the local environment. Development of the site is likely to increase emissions of greenhouse gases as a result of the impacts of construction and occupation and subsequent car use.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
+/0	Summary: The site offers the opportunity for housing provision. The site is within the Green Belt but it makes a limited landscape character contribution in its current commercial use which is a bad neighbour due to existing noise and disturbance for nearby properties. Redevelopment would result in a new open space and the introduction of a strategic Green Belt buffer.						
Possible Mitigation: Mitigation could include sustainable construction, energy efficiency measures, open space provision and links to sustainable travel options.							

HS1/010: Land to S and W Stratton Road Stratton Road							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	++	0	+	+	++	++	The site will make a significant contribution to meeting the Borough's housing need. The quantity of housing proposed could meet a wide variety of needs of people within the Borough.
2. Health	0	0	0	0	0	0	GP within 10 minute walk, although additional pressure likely without funding. There may be opportunity for small scale on site provision of green space. Cedars Recreation Ground is close so there is opportunity for access to improve well-being. Local service provision is limited within the wider area therefore this is unlikely to promote sustainable modes of transport, with bus stops more than 400m walk. Development is unlikely to tackle existing deprivation but integration

							of market and affordable housing could reduce inequalities. There are no proposed infrastructure improvements that would enhance health and well-being, nor is the site considered large enough to support this.
3. Flood risk	-	0	-	-	-	-	Although the site is not in a flood risk area it is undeveloped greenfield land. The scheme should implement SuDS but unlikely to fully mitigate compared to undeveloped land.
4. Land and Soil	-	0	-	-	-	-	The site is designated Green Belt and not PDL. Loss of open greenfield land would not result in the use of brownfield over greenfield land. No formal recorded uses for this land that could give rise to contamination but it is adjacent to the historic Vicarage Farm Landfill site and elevated levels of ground gases could be present.
5. Pollution	-	0	-	-	-	-	All of Spelthorne is an AQMA. Development is unlikely to reduce pollution with increased car use in the area. Exposure to noise pollution not considered significant. Minor negative impacts expected.
6. Biodiversity	-	0	-	-	-	-	The current use of the site could perform a minor biodiversity role as it is an open green field. Site located within Thames Valley BOA. Small scale opportunities for on-site provision and enhancement.
7. Heritage	0	0	0	0	0	0	NO heritage impacts identified.
8. Open space and landscape.	-	0	-	-	-	-	Area of greenfield contributing to open landscape of area. At edge of urban area so some urban influences giving the area a semi-urban character. Limited visual connections to wider countryside to the south.
9. Transport	-	0	-	-	-	-	There are no local services within the immediate vicinity of the site therefore car use is likely to increase. Bus stops are present more than 400m walk with a school and park in walking distance. Services in Sunbury less than 30 minute walk.
10. Economic Dev.	+	0	+	0	0	0	Temporary construction employment which in turn could contribute to economic growth. Limited impacts in the long term. Improvement of local services may boost economic impacts.
11. Climate Change	-	0	-	-	-	-	Current use has little/no impact on resources, emissions or carbon

							use, although could be mitigated through sustainable construction. The site is of significant size and development to the level proposed would likely bring about a notable amount of resource use, particularly in the long term compared to the existing. THe size of development is considered to result in negative impacts overall. Emissions likely to increase across the borough without appropriate mitigation such as sustainable construction, energy reduction schemes and low carbon technology.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
-	Summary: The significant amount of development proposed would have positive impacts on housing provision but consequently this would negatively impact the environment and lead to additional pressure in the local area due to the number of dwellings proposed.						
Possible Mitigation: Mitigation could include improved sustainable transport links and suitable flood risk mitigation measures. Sustainable construction and management of properties could reduce emissions and pollution. Noise attenuation measures could help to address impacts.							

HS1/012: Land East of Upper Halliford Nursery Road							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	+	0	+	+	+	+	The site would contribute to meeting housing need.
2. Health	0	0	0	0	0	0	Site is in a reasonably sustainable location close to some local services and transport to facilitate healthy movements. Potential safety concerns regarding the site access due to fast moving traffic. Mitigation should address issues and promote safe access. Could increase links to Upper Halliford Park to the west.
3. Flood risk	-	0	-	-	-	-	Although the site is not in a flood risk area it is undeveloped greenfield land. The scheme should implement SuDS but unlikely to fully mitigate compared to undeveloped land.
4. Land and Soil	-	0	-	-	-	-	The site is undeveloped Green Belt and will result in built development on uncontaminated land. Development won't result in the

							efficient use of PDL over greenfield land.
5. Pollution	-	0	-	-	-	-	All of Spelthorne is an AQMA. Development is unlikely to reduce pollution with increased car use in the area. Exposure to noise pollution from nearby roads and rail line. Minor negative impacts expected.
6. Biodiversity	-	0	-	-	-	-	The current use of the site could perform a minor biodiversity role as it is an open green field. Small scale opportunities for onsite provision and enhancement.
7. Heritage	0	0	0	0	0	0	No heritage impacts identified.
8. Open space and landscape.	-	0	-	-	-	-	Area of greenfield contributing to open landscape of area, although the site is somewhat enclosed by mature trees. At edge of urban area so some urban influences. Loss of open space that contributes to the character of the landscape (River Valley Floor).
9. Transport	+	0	+	+	+	0	Reasonably sustainable site in proximity to local services and public transport although the frequency of bus services could be improved. Development will lead to increased car movements but the potential new access to Bishop Wand school would promote active travel and reduce local congestion. Upper Halliford Rail Station is within a desirable walking distance.
10. Economic Dev.	+	0	+	0	0	0	Temporary construction employment which in turn could contribute to economic growth.
11. Climate Change	0	0	0	0	0	0	Current use has little/no impact on resources, emissions or carbon use but the proposed use provides an opportunity to incorporate renewable or low carbon energy sources and promote sustainable development to tackle climate change.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
+/0	Summary:						

	The provision of new housing in a reasonably sustainable location would help to address local needs. There is opportunity for a small play area and a new access road to link to the Bishop Wand School, helping to address local congestion and improve permeability. The site is however greenfield land and would result in the loss of undeveloped land, with potential negative environmental impacts.
Possible Mitigation: Mitigation could include retention of mature vegetation on site to aid screening. Sustainable construction and management of properties could reduce emissions and pollution. Noise attenuation measures could help to address impacts.	

HS1/012b: Land East of Upper Halliford (site B) Upper Halliford Road							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	+	0	+	+	+	+	The site would make a small contribution to meeting housing need.
2. Health	+	+	0	+	+	+	The provision of a new sixth form college would positively impact local education, once established, and in turn help to reduce inequalities. Local provision could also encourage active travel, and also draw students from outside the Borough. Site is in a reasonably sustainable location close to some local services and transport to facilitate healthy movements. Potential safety concerns regarding the site access due to fast moving traffic. Mitigation should address issues and promote safe access.
3. Flood risk	-	0	-	-	-	-	Although the site is not in a flood risk area it is undeveloped greenfield land. The scheme should implement SuDS but unlikely to fully mitigate compared to undeveloped land.
4. Land and Soil	-	0	-	-	-	-	The site is undeveloped Green Belt and will result in built development on uncontaminated land. Development won't result in the efficient use of PDL over greenfield land.
5. Pollution	-	0	0	-	-	-	All of Spelthorne is an AQMA. Development is unlikely to reduce pollution with increased car use in the area due to houses and the new college once established. Exposure to noise pollution from nearby roads and rail line.
6. Biodiversity	-	0	-	-	-	-	The current use of the site could perform a minor biodiversity role as it is an open green field. Small scale opportunities for onsite provision and enhancement.
7. Heritage	0	0	0	0	0	0	No heritage impacts identified.

8. Open space and landscape.	-	0	-	-	-	-	Area of greenfield contributing to open landscape of area, although the site is somewhat enclosed by mature trees. At edge of urban area so some urban influences. Loss of open space that contributes to the character of the landscape (River Valley Floor). Mitigation could include boundary strengthening to preserve the performance of the wider Green Belt.
9. Transport	+	0	+	+	+	0	Reasonably sustainable site in proximity to local services and public transport although the frequency of bus services could be improved. Potential new access to Bishop Wand school would promote active travel and reduce local congestion. Upper Halliford Rail Station is within a desirable walking distance. The provision of a new college is likely to reduce out commuting and encourage local travel using more sustainable methods.
10. Economic Dev.	+	0	+	+	+	+	Temporary construction employment which in turn could contribute to economic growth. The presence of an education use of site will help to develop skills and boost the local labour supply. The sixth form college will also provide local jobs in the education sector.
11. Climate Change	0	0	0	0	0	0	Current use has little/no impact on resources, emissions or carbon use but the proposed use provides an opportunity to incorporate renewable or low carbon energy sources and promote sustainable development to tackle climate change.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
+/0	Summary: The provision of a new sixth form college will provide new education facilities which are currently limited in the Borough. This in turn will help to reduce inequalities and also boost the economy. The site will also provide new housing provision in a reasonably sustainable location. The site is however greenfield land and would result in the loss of undeveloped land, with potential negative environmental impacts.						
Possible Mitigation: Mitigation could include retention of mature vegetation on site to aid screening. Sustainable construction and management of properties could reduce emissions and pollution. Noise attenuation measures could help to address impacts. Improvements to the active travel network could help to boost sustainable movements.							

HS1/013: Sunbury Golf Course Charlton Lane							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	++	0	+	+	++	++	The site will make a significant contribution to meeting the Borough's housing need. The quantity of housing proposed could meet a wide variety of needs of people within the Borough.
2. Health	+	0	+	+	+	+	Large site with the opportunity for local service provision and on site recreation/leisure facilities. Proposed new woodland and open space. Access to local services could be improved.
3. Flood risk	-	0	-	-	-	-	Approximately half of site B is located within flood zone 2, with the southern part of both sites within flood zone 3. Development on site is likely to increase local flood risk. Any development should implement SuDS to ensure suitable drainage.
4. Land and Soil	-	0	-	-	-	-	Development on site would not avoid development of greenfield land over PDL. The site forms a significant area of Green Belt in the south of the Borough. The wider area has a semi-urban character and as such higher densities are not likely to be appropriate. The site is contaminated from previous historic landfill.
5. Pollution	-	0	-	-	-	-	Given the reasonably large scale of the site there may be opportunities to provide services on site, therefore reducing transport emissions. The site is adjacent to the M3 with the Eco Park to the north, and railway through the site therefore development would increase exposure to poor air quality and noise, although the proposed development is to the east on site B away from the most severe noise impacts.
6. Biodiversity	0	0	0	0	0	0	The site borders the River Ash SNCI. This could be harmed by development: directly, during construction, or indirectly, post-completion, through its informal use for amenity purposes. The site is occupied by a number of dispersed trees which may provide some biodiversity value. The site is located within the Thames Valley BOA. The development proposals include a new woodland which would have a positive impact on

							local biodiversity compared to the current managed golf course.
7. Heritage	0	0	0	0	0	0	No heritage impacts identified.
8. Open space and landscape.	-	0	0	0	-	-	The site is considered to make an important contribution to the Borough's open landscape character. Proposals include a new open space and woodland. This would likely have a positive impact however the reasonably large quantum of development on the north eastern part of the site is likely to have a negative landscape character impact. Over time once the development is built out impacts are expected to worsen.
9. Transport	-	0	-	-	-	-	Development is likely to increase car use given its significant size. There are no bus stops within 400m of the site, although due to the size of the site there may be opportunities to provide some local facilities on site. Development is likely to increase congestion along Charlton Lane. There may be opportunities to increase connectivity with local services in Shepperton and Upper Halliford.
10. Economic Dev.	+	0	+	+	+	0	Temporary construction employment which in turn could contribute to economic growth. Limited impacts in the long term. Improvement of local services may boost economic impacts.
11. Climate Change	0	0	0	0	0	0	Current use has little impact on resources, emissions or carbon use but the proposed use provides an opportunity to incorporate renewable or low carbon energy sources and promote sustainable development to tackle climate change. The provision of a new country park will help to tackle emissions.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
0	Summary: The site would help to meet housing needs, provide a new country park Economically, temporary impacts generated from construction. Environmentally, the site is open greenfield land although it is managed to a certain extent due to its current golf course use. Development would result tin built form introduced on site but the provision of open space and a new country park would benefit biodiversity. Noise and pollution still likely to be issues therefore adequate mitigation is likely to be needed. The site is also a historic landfill therefore is likely to require extensive remediation. The						

	site makes an important contribution to the Green Belt and landscape character. Although the majority of the site will be turned over to open land, it may face recreational pressure and the development of over 200 homes would change the local character and setting.
Possible Mitigation: Water attenuation measures, sustainable travel options, sensitive design, noise attenuation measures and flood risk mitigation.	

HS1/014: 137 Upper Halliford Road							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	+	0	+	+	+	+	Housing provision with promotion for self-build to help meet specific needs
2. Health	0	0	0	0	0	0	Development on the site would have limited impact upon improving health and reducing inequalities given its small scale.
3. Flood risk	0	0	0	0	0	0	The site is not within a flood risk zone and given its existing use as a large residential property would not increase risk of flooding. As a new development there would be scope for increased energy efficiency to be built in.
4. Land and Soil	0	0	0	0	0	0	The site is previously developed and is adjacent to a waste processing site where contamination has been identified. Therefore further site investigation is required.
5. Pollution	0	0	0	0	0	-	The site will not reduce air and noise pollution and if the site provides more dwellings than the existing one, although the level of development is not significant. All of Spelthorne is an AQMA. The existing use has some vehicle movements associated with it.
6. Biodiversity	0	0	0	0	0	0	The site is not adjacent to any identified areas of biodiversity. It is unlikely that there would be any scope for any enhancements as part of the development.
7. Heritage	0	0	0	0	0	0	No heritage impacts identified.
8. Open space and landscape.	0	0	0	0	0	0	The site does not make a contribution to open space provision and there is no scope for enhancement of this provision. However the site forms part of a wider area of landscape character of semi-urban within a large area of open land between Upper Halliford and the M3.
9. Transport	0	0	0	0	0	0	The development of the site is likely to increase car use but the level of development is small. There are bus stops close to the site.

10. Economic Dev.	+	0	+	0	0	0	Temporary construction employment which in turn could contribute to economic growth. Limited impacts in the long term.
11. Climate Change	0	0	0	0	0	0	Current use has little/no impact on resources, emissions or carbon use but the proposed use provides an opportunity to incorporate renewable or low carbon energy sources and promote sustainable development to tackle climate change.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
0	Summary: The site would offer the opportunity for a small scale development. This would help address housing needs on a previously developed site. Limited additional benefits identified due to the size of the site and its location.						
Possible Mitigation: Mitigation could include improved sustainable transport links. Sustainable construction and management of properties could reduce emissions and pollution.							

HS1/016: The Old Nursery Highfield Road							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	+	0	+	+	+	+	The site would make a small contribution to meeting housing need.
2. Health	-	0	-	-	-	-	The site is in reasonably close proximity to Upper Halliford but local services provision is limited and could be improved. The scheme itself does not provide the opportunity for the incorporation of health facilities or open space. There may be opportunities to provide small scale publicly accessible green space which could increase healthy lifestyles.
3. Flood risk	0	0	0	0	0	0	The existing site has hardstanding and structures in place. Site not in flood zone and SUDs could be included to mitigate any surface water flooding.
4. Land and Soil	0	0	0	0	0	0	The site is designated as Green Belt with previously developed land therefore development would have mixed impact on land. Development of site would not avoid the development of greenfield over brownfield land as most of the site is green land in the west.

5. Pollution	-	0	0	-	-	-	All of Spelthorne is an AQMA. The existing use has some vehicle movements associated with it. Development to residential may lead to additional movements. Mitigation could include more sustainable and active travel links and noise attenuation measures to address nearby traffic.
6. Biodiversity	-	0	-	-	-	-	Some loss of green space but no particular habitat or biodiversity value.
7. Heritage	0	0	0	0	0	0	No heritage impacts identified.
8. Open space and landscape.	0	0	0	0	0	0	Limited contribution to the borough's open space and landscape character. The western part of the site is however open green land
9. Transport	0	0	0	0	0	0	The scheme could increase vehicle movements however these are not considered to be significant due the existing use on site. Highfield Road bus stop is adjacent to the site but limited services operate along this route. Development should look to increase connectivity and access to local sustainable transport modes. Likely increase in private vehicle use.
10. Economic Dev.	+	0	+	0	0	0	Short term construction employment which in turn could contribute to economic growth. Limited impacts in the long term. Improvement of local services may boost economic impacts.
11. Climate Change	0	0	0	0	0	0	The development of the site could provide an opportunity to incorporate renewable or low carbon energy sources however this would be on a small scale and would be balanced by the likely increase in air pollution locally.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
+/0	Summary: The site would offer the opportunity for a small scale development which would help address housing needs on the previously developed land on the site. Limited additional benefits identified due to the size of the site and its location.						
Possible Mitigation: Mitigation could include improved sustainable transport links. Sustainable construction and management of properties could reduce emissions and pollution. Noise attenuation measures could help to address impacts.							

HS1/017: 99 Halliford Road

	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	+	0	+	+	+	+	The site would make a small contribution to meeting housing need.
2. Health	-	0	-	-	-	-	The site is in reasonably close proximity to Upper Halliford but local services provision is limited and could be improved. The scheme itself does not provide the opportunity for the incorporation of health facilities or open space. There may be opportunities to provide small scale publicly accessible green space which could increase healthy lifestyles.
3. Flood risk	0	0	0	0	0	0	The site is not within a flood risk zone and given its existing use as a large residential property would not increase risk of flooding. As a new development there would be scope for increased energy efficiency to be built in.
4. Land and Soil	0	0	0	0	0	0	The site is designated as Green Belt with previously developed land therefore development would have mixed impact on land.
5. Pollution	-	0	0	-	-	-	All of Spelthorne is an AQMA. No particular air and noise impacts identified. The site is already occupied by some residential development however the addition of houses would likely result in additional pollution.. Mitigation could include more sustainable and active travel links and noise attenuation measures to address nearby traffic.
6. Biodiversity	0	0	0	0	0	0	The site currently has limited biodiversity value due to its current role . A housing development with open spaces and landscaping could enhance this.
7. Heritage	0	0	0	0	0	0	Neutral impacts on historic environment. No heritage assets nearby.
8. Open space and landscape.	0	0	0	0	0	0	Limited contribution to the borough's open space and landscape character. The western part of the site is however open green land
9. Transport	0	0	0	0	0	0	The scheme could increase vehicle movements however these are not considered to be significant given that the site is currently occupied by a residential development. Highfield Road bus stop is adjacent to the site but limited services operate along this route. Development

							should look to increase connectivity and access to local sustainable transport modes. Likely increase in private vehicle use.
10. Economic Dev.	+	0	+	0	0	0	Short term construction employment which in turn could contribute to economic growth. Limited impacts in the long term. Improvement of local services may boost economic impacts.
11. Climate Change	0	0	0	0	0	0	The development of the site could provide an opportunity to incorporate renewable or low carbon energy sources however this would be on a small scale and would be balanced by the likely increase in air pollution locally.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
+/0	Summary: The site would offer the opportunity for a small scale development which would help address housing needs on the previously developed land on the site. Limited additional benefits identified due to the size of the site and its location.						
Possible Mitigation: Mitigation could include improved sustainable transport links. Sustainable construction and management of properties could reduce emissions and pollution. Noise attenuation measures could help to address impacts.							

HS2/004: Land South of Nursery Road Nursery Road							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	+	0	+	+	+	+	The site would contribute to meeting housing need.
2. Health	0	0	0	0	0	0	Site is in a reasonably sustainable location close to some local services in and around Upper Halliford and Sunbury which could facilitate active lifestyles. Good access to bus routes to reduce reliance on the car, although services could be more frequent. Could increase links to Upper Halliford Park to the south.
3. Flood risk	-	0	-	-	-	-	Although the site is not in a flood risk area it is undeveloped greenfield land. The scheme should implement SuDS but unlikely to fully mitigate compared to undeveloped land.
4. Land and Soil	-	0	-	-	-	-	Development of site would not avoid development of greenfield over brownfield land. Investigation required to determine if the site is contaminated

5. Pollution	-	0	-	-	-	- -	All of Spelthorne is an AQMA. The site is near to the M3 and A244 which could increase exposure to pollution. The site does not currently generate any manmade emissions therefore development would be expected to worsen pollution with increased car use in the area.
6. Biodiversity	-	0	-	-	-	-	Loss of green space/infrastructure but no particular habitat or biodiversity value.
7. Heritage	0	0	0	0	0	0	No negative or positive impacts identified on historic environment.
8. Open space and landscape.	-	0	-	-	-	-	Loss of open space that contributes to the character of the landscape.
9. Transport	0	0	0	0	0	0	Reasonably sustainable site in proximity to local services and public transport with Upper Halliford Rail station within walking distance. May encourage sustainable travel, although the proposed level of development will lead to additional car use and will contribute to congestion. Improved links to sustainable and active travel options will help to address any negative impacts.
10. Economic Dev.	+	0	+	0	0	0	Temporary construction employment which in turn could contribute to economic growth.
11. Climate Change	0	0	0	0	0	0	Current use has little/no impact on resources, emissions or carbon use but the proposed use provides an opportunity to incorporate renewable or low carbon energy sources and promote sustainable development to tackle climate change.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
+/0	Summary: The provision of new housing in a reasonably sustainable location would help to address local needs. The site is however greenfield land and would result in the loss of undeveloped land, with potential negative environmental impacts.						
Possible Mitigation: Mitigation could include flood risk mitigation, sustainable construction and renewable energy, as well as sensitive design and improved links to active travel networks. Mitigation could include sustainable construction and management of properties could reduce emissions and pollution. Noise attenuation measures could help to address impacts.							

LS1/001: Linton Place New Road

	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	++	0	++	++	++	+	Opportunity to meet community needs through travelling show people plots. Historic under provision would be addressed through the development of this site.
2. Health	0	0	0	0	0	0	The site is not within close proximity of local services (except the infant school) and public transport to reduce use of private vehicle. However will provide one pitch/housing for a minority group. The scheme itself does not provide the opportunity for the incorporation of health facilities or open space.
3. Flood risk	0	0	0	0	0	0	The site is within flood zone 3a. The site is already occupied by a personal pitch so development of the site is unlikely to increase local flood risk. However, any development should implement SuDS to ensure suitable drainage.
4. Land and Soil	0	0	0	0	0	0	Given the existing personal use on site the impacts are considered to be neutral.
5. Pollution	0	0	0	0	0	0	All of Spelthorne is an AQMA but given the existing personal use on site the impacts are considered to be neutral. .
6. Biodiversity	0	0	0	0	0	0	Given the existing personal use on site and what has been proposed, there will not be loss of open space of particular habitat or biodiversity value.
7. Heritage	0	0	0	0	0	0	Neutral impacts on historic environment. No heritage assets nearby.
8. Open space and landscape.	0	0	0	0	0	0	Limited contribution to the borough's open space and landscape character given the personal use on site.
9. Transport	0	0	0	0	0	0	Given the existing personal use on site the impacts are considered to be neutral.
10. Economic Dev.	0	0	0	0	0	0	Given the existing personal use on site the impacts are considered to be neutral.
11. Climate Change	0	0	0	0	0	0	Given the existing personal use on site the impacts are considered to be neutral.
12. Water	0	0	0	0	0	0	The provision of one Gypsy and Traveller pitch will not result in an increase in water consumption and the site is already in use as a pitch
0	Summary:						

	The provision of Gypsy and Traveller pitch would help to meet local needs that have historically not been met. This would result in a significant positive impact. The site is already occupied by a personal pitch and so no environmental impacts are expected.
Possible Mitigation: Planting on site could positively impact biodiversity. Boundary strengthening would help to address trans-boundary impacts on Green Belt and landscape.	

LS1/002: Land off Shepperton Road Shepperton Road							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	0	0	0	0	0	0	The site is put forward for economic use.
2. Health	0	0	0	0	0	0	Loss of agricultural land which may impact well-being given its open green nature. Unlikely to address existing deprivation. but off-set by creation of employment opportunities which could improve wellbeing and inequalities.
3. Flood risk	-	0	-	-	--	--	Site is within flood zone 3b, 3a and 2 so development would only be allowed on the areas of least flood risk and would require mitigation. There would be a reduction in permeable land and introduction of hardstanding. Potential surface water flooding on site. Low level ground water risk. Notwithstanding mitigation measures including the inclusion of permeable surfaces and SuDS it is unlikely the risk could be fully mitigated compared to undeveloped land.
4. Land and Soil	-	0	-	-	-	-	Potential grade 1 agricultural land but further investigation is required. Former minerals and waste site. Previous historic landfill site and further investigation required.
5. Pollution	-	0	-	-	-	-	All of Spelthorne is an AQMA. HGV movements could increase pollution exposure and lead to additional air and noise pollution.
6. Biodiversity	0	0	0	0	0	0	No habitats or biodiversity designations and site is in active agricultural use so not likely to lose habitats.
7. Heritage	0	0	0	0	0	0	The site has a limited heritage value.
8. Open space and landscape.	--	0	-	--	--	--	Loss of considerable area of open space and landscape character that is not publicly accessible across its full extent but is highly visible from many vantage points. In the context of the wider borough, the loss of this site would have significant negative impacts on the landscape

							character and strategic Green Belt. Screening and boundary treatment may help to reduce the impacts.
9. Transport	-	0	-	-	-	-	Site located near bus routes and local services within walking distance but proposed use would increase need to travel more than existing agricultural use. The site is not considered large enough to provide sustainable modes of travel however could integrate with existing sustainable transport modes. The proposed use will lead to increased HGV movements on the road network, leading to congestion. Links to public transport could shift employee movements towards sustainable travel.
10. Economic Dev.	++	0	++	++	++	++	Employment use promoted and this is likely to boost the local economy.
11. Climate Change	0	0	0	0	0	0	Current use has little/no impact on resources, emissions or carbon use but the proposed use provides an opportunity to incorporate renewable or low carbon energy sources and promote sustainable development to tackle climate change.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
-/0	Summary: The site only scores positively against economic/employment uses as is promoted for commercial use. The site performs an important Green Belt function and the loss of open greenfield land is likely to result in negative environmental impacts.						
Possible Mitigation: Mitigation could include improved sustainable transport links to reduce pollution. Sustainable construction could reduce emissions and pollution. Noise attenuation measures could help to address impacts.							

LS1/004: Land off Staines Road Staines Road							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	+	0	+	+	+	+	The site would contribute to meeting housing need.
2. Health	0	0	0	0	0	0	The provision of facilities isn't likely to be affected although there will be a slight increase in pressure on the existing. Whilst the site is located on the periphery of Laleham village the provision of local services is limited therefore private vehicle use may rise. Development is unlikely

							to address deprivation or reduce crime. Laleham Park is 10 minutes' walk away
3. Flood risk	-	0	-	-	-	-	The site is located within flood zone 3a therefore a flood risk assessment is required. Development will not reduce the number of properties at risk from flooding. The site is at medium risk from groundwater and surface water impacts. The scheme should implement SuDS but unlikely to fully mitigate compared to undeveloped land.
4. Land and Soil	-	0	-	-	-	-	The site is not in agricultural use however it is located within the Green Belt and is strongly performing therefore would not result in the efficient use of land of avoiding greenfield. The site is likely to be unable to accommodate high density development.
5. Pollution	-	0	-	-	-	-	All of Spelthorne is an AQMA. Development is unlikely to improve air quality and noise pollution and will increase vehicle movements though not significant as 8 units have been proposed. The site is located along Staines Road and could increase exposure to road pollution. Mitigation could include sustainable construction and energy efficiency measures, as well as improved sustainable transport links.
6. Biodiversity	-	0	-	-	-	-	Loss of green space which may perform some biodiversity role. The site is within Thames Valley BOA.
7. Heritage	0	0	0	0	0	0	Impacts on the historic environment unlikely. Laleham conservation area located approximately 200m south however it is not considered that development would adversely affect the character of the conservation area given the presence of development either side of the site.
8. Open space and landscape.	-	0	-	-	-	-	Loss of open space. Site forms part of Borough's open landscape. It is however a small parcel of land with residential development on either side.
9. Transport	0	0	0	0	0	0	The site is within walking distance of Laleham village however services are limited with longer journeys expected to larger centres. This could increase car use, however a bus stop is located within 400m therefore the site could promote sustainable modes of travel. The site is reasonably small

							in size and development is considered to have a limited impact.
10. Economic Dev.	+	0	+	0	0	0	Temporary construction employment which in turn could contribute to economic growth.
11. Climate Change	0	0	0	0	0	0	Current use has little/no impact on resources, emissions or carbon use but the proposed use provides an opportunity to incorporate renewable or low carbon energy sources and promote sustainable development to tackle climate change.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
-/0	Summary: The provision of new housing in a reasonably sustainable location would help to address local needs. The site is however undeveloped greenfield Green Belt and its development would result in the loss of undeveloped land, with potential negative environmental impacts.						
Possible Mitigation: Mitigation could include retention of mature vegetation on site to aid screening. Sustainable construction and management of properties could reduce emissions and pollution. Noise attenuation measures could help to address impacts.							

LS1/005: Land east of Charlton Road Charlton Road							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	++	0	+	++	++	++	Opportunity for large scale residential development with a mix of units to meet local needs. Potential for significant affordable housing contribution. The presence of St Georges Lake on site somewhat limits the net developable area and the opportunity to provide homes.
2. Health	0	0	0	0	0	0	Given the large area of the site there may be an opportunity for very small scale service provision on site, however the net developable area is somewhat smaller due to presence of the lake to the rear of Hetherington Road. It does however provide on-site blue infrastructure due to the presence of the lake which could positively impact well-being. Development adjacent to the M3 motorway may negatively impact well-being. Development would however create additional pressure on existing local services. The site is however not

							well connected to local services so is unlikely to promote healthy modes of travel.
3. Flood risk	-	0	-	-	-	-	The site is not located within an area susceptible to flooding but the site is within an area (1km squared) whereby 50-75% is susceptible to groundwater flooding. As large scale residential development has been proposed SuDS should be implemented but unlikely to fully mitigate compared to undeveloped land.
4. Land and Soil	-	0	-	-	-	-	The site is not agricultural land. It is however moderately performing Green Belt. The site was previously worked for minerals therefore there may be some remediation required and could improve land quality. The site is not PDL so would not achieve efficiency in land use and avoid greenfield land. Part of historic Charlton Lane North landfill therefore further investigation and possible remediation required.
5. Pollution	-	0	-	-	--	--	All of Spelthorne is an AQMA. The site is adjacent to the M3 motorway therefore this would increase the number of residents exposed to noise and air pollution. Mitigation could include sustainable construction and energy efficiency measures, as well as improved sustainable transport links.
6. Biodiversity	--	0	--	--	--	--	The site is partly an SNCI (Land East of Charlton Village). This could negatively impact designated sites and priority species and habitats. The site is located within the Thames Valley BOA.
7. Heritage	0	0	0	0	0	0	No heritage impacts identified.
8. Open space and landscape.	-	0	-	-	-	-	The site is located within the Green Belt and development would reduce the overall openness. Incorporation of the existing lake and wider periphery into the scheme could provide some open space.
9. Transport	-	0	-	-	-	-	There are some local services in Charlton village however significant development would put pressure on these and longer travel times to larger service centres would be required, particularly using private motor vehicles. There may be opportunities to link any development of the site with the wider transport network to improve connectivity and sustainable transport.

10. Economic Dev.	+	0	+	0	0	0	Temporary construction employment which in turn could contribute to economic growth. Limited impacts in the long term.
11. Climate Change	-	0	-	-	-	-	Current use has little/no impact on resources, emissions or carbon use, although could be mitigated through sustainable construction. The site is of significant size and development to the level proposed would likely bring about a notable amount of resource use, particularly in the long term compared to the existing. THe size of development is considered to result in negative impacts overall. Emissions likely to increase across the borough without appropriate mitigation such as sustainable construction, energy reduction schemes and low carbon technology.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting. The site includes a water body, the quality of which may be negatively impacted during construction.
-/0	Summary: The significant amount of development proposed would have positive impacts on housing provision but consequently this would negatively impact the environment and lead to additional pressure in the local area due to the number of dwellings proposed. The site is located within the Green Belt and is not weakly performing therefore does not contribute to the spatial strategy in this respect.						
Possible Mitigation: Mitigation could include improved sustainable transport links to reduce pollution. Sustainable construction and management of properties could reduce emissions and pollution.							

LS1/007: Land to South of Ashford Common Water Treatment Works Charlton Road							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	++	0	+	++	++	++	Large scale housing provision. Opportunity to meet specific needs
2. Health	0	0	0	0	0	0	Potential for open space provision given the size of the site. The site is within a reasonably sustainable location. Local services are within walking distance in Charlton village but provision is limited. Bus services along Charlton Road are not considered to be good.
3. Flood risk	-	0	-	-	-	-	Although the site is not in a flood risk area it is undeveloped greenfield land. The scheme should

							implement SuDS but unlikely to fully mitigate compared to undeveloped land.
4. Land and Soil	-	0	-	-	-	-	The site is undeveloped greenfield and development won't result in the efficient use of PDL over greenfield land. Potential contamination from waterworks use and former sewage works therefore remediation is likely to be required. Higher density development could potentially be accommodated in the centre of the site whilst mature vegetation screens the periphery of the site which may provide opportunities for higher densities but the wider character somewhat limits the scope.
5. Pollution	-	0	-	-	-	-	All of Spelthorne is an AQMA. Development is likely to increase pollution and exposure to noise/air pollution. Mitigation could include sustainable construction and energy efficiency measures, as well as improved sustainable transport links.
6. Biodiversity	--	0	--	--	--	--	LS1/007 is partly within the SNCI and it comprises the sites eastern boundary. The site is located within the Thames Valley BOA. Where the site adjoins the SNCI, mitigation should be put in place to reduce impacts.
7. Heritage	0	0	0	0	0	0	No heritage impacts identified.
8. Open space and landscape.	-	0	-	-	-	-	Loss of open greenfield land. The site has a somewhat urban character due to the presence of the waterworks, however there is a sense of openness given the site's undeveloped nature. There may be an opportunity for small scale on-site open space provision.
9. Transport	-	0	-	-	-	-	The site is not particularly well connected to local services and is likely to require private car use. The quantum of development proposed is likely result in a notable increase in car use and add to congestion in the wider area.
10. Economic Dev.	+	0	+	0	0	0	Temporary construction employment which in turn could contribute to economic growth. Limited impacts in the long term.
11. Climate Change	-	0	-	-	-	-	Current use has little/no impact on resources, emissions or carbon use, although could be mitigated through sustainable construction. The site is of significant size and development to the level proposed

							would likely bring about a notable amount of resource use, particularly in the long term compared to the existing. THe size of development is considered to result in negative impacts overall. Emissions likely to increase across the borough without appropriate mitigation such as sustainable construction, energy reduction schemes and low carbon technology.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
-	Summary: The level of housing proposed would make a significant contribution to addressing local needs, however its location in Charlton Village means that car use is likely to increase, with limited local services nearby. There could be an opportunity for small scale open space provision on site however the site is greenfield land and its loss to development may result in negative environmental impacts.						
Possible Mitigation: Mitigation could include improved sustainable transport links. Sustainable construction and management of properties could reduce emissions and pollution.							

LS1/008: Staines Road Farm (Southern Site) Laleham Road							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	+	0	+	+	+	+	The site would contribute to meeting housing need.
2. Health	0	0	0	0	0	0	Loss of green open space which could have impacts on well-being although it is reasonably screened. The site is unlikely to be of a great enough scale to incorporate recreation facilities. Unlikely to address existing deprivation. Local services are generally located within walking distance so may encourage healthy lifestyles.
3. Flood risk	-	0	-	-	-	-	Site is within flood zone 2 so would require mitigation. Potential loss of permeable land and introduction of hardstanding. Potential surface water flooding on site. Low level ground water flood risk.
4. Land and Soil	-	0	-	-	-	-	Part of the site is previously developed and part of the development would involve greenfield land. Higher densities generally not considered achievable on site given the wider character. Potential contamination would require further investigation and

							possible remediation. Loss of this site would alter the character of the area which is largely rural owing to the open feel of the site.
5. Pollution	-	0	-	-	-	-	All of Spelthorne is an AQMA. Site located near bus routes and local services within walking distance but proposed use would increase need to travel more than existing use and generate pollution.
6. Biodiversity	-	0	-	-	-	-	The current use of the site could perform a minor biodiversity role as it is an open green field. Small scale opportunities for onsite provision and enhancement.
7. Heritage	0	0	0	0	0	0	No heritage impacts identified.
8. Open space and landscape.	-	0	-	-	-	-	Loss of open space that contributes to the character of the landscape and forming part of a wider area of strategic Green Belt.
9. Transport	0	0	0	0	0	0	The site is already in use. Site located near bus routes and local services within walking distance but proposed use would increase need to travel more than existing use. The site is not considered large enough to provide sustainable modes of travel however could integrate with existing sustainable transport modes.
10. Economic Dev.	+	0	+	0	0	0	Temporary construction employment which in turn could contribute to economic growth. Limited impacts in the long term.
11. Climate Change	0	0	0	0	0	0	The development of the site could provide an opportunity to incorporate renewable or low carbon energy sources however this would be on a small scale and would be balanced by the likely increase in air pollution locally.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
-	Summary: The notable amount of development proposed would have positive impacts on housing provision but consequently this would negatively impact the environment and lead to additional pressure in the local area due to the number of dwellings proposed.						
Possible Mitigation: Mitigation could include improved sustainable transport links to reduce pollution. Sustainable construction and management of properties could reduce emissions and pollution.							

LS1/015: Staines Road Farm (Main Site) Laleham Road

	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	++	0	++	++	++	+	The site would contribute a significant amount to meeting housing need.
2. Health	0	0	0	0	0	0	Site is in a reasonably sustainable location close to some local services in Shepperton. Good access to bus routes which could reduce reliance on the car, although scale of development would increase pressure. No loss of recreation facilities. Loss of green open space which could have impacts on well-being. Given size of site there may be potential to include community facilities on site. Unlikely to address existing deprivation.
3. Flood risk	-	0	-	-	-	-	Partially within flood zones 2 and 3a and small area in flood zone 3b. Potential loss of permeable land and introduction of hardstanding. Would need to include permeable surfaces and SuDS to mitigate.
4. Land and Soil	--	0	-	--	--	-	Historic landfill on site may require remediation and further investigation. Development of site would not avoid development of greenfield over brownfield land. A significant of land take is associated with the development and would lead to a great loss of open greenfield land over time. Negative wider impacts given the knock on effects of the loss of 37 hectares of greenfield land.
5. Pollution	-	0	-	-	--	--	All of Spelthorne is an AQMA. Scale of development likely to increase pollution. The site is adjacent to the M3 so would increase exposure to noise and air pollution.
6. Biodiversity	-	0	-	-	-	-	Loss of green space/infrastructure, particularly along River Ash corridor. Site adjacent to Nutty Lane SNCI and within Thames Valley BOA.
7. Heritage	0	0	0	0	0	0	No heritage impacts identified.
8. Open space and landscape.	--	0	-	--	--	--	Loss of open space that contributes to the character of the landscape (River Floodplain). Significant land take associated with redevelopment. The loss of 37 hectares to built form would bring about a substantial change in the character and landscape over time.
9. Transport	-	0	-	-	-	-	Reasonably sustainable site in proximity to local services and public transport. The scale of the

							development would however increase vehicle movements and congestion substantially. Mitigation would include improved active and sustainable travel links and the inclusion of some community services on site.
10. Economic Dev.	+	0	+	+	0	0	Temporary construction employment associated with the phasing of large scale development over time which in turn could contribute to economic growth. Limited impacts in the long term.
11. Climate Change	-	0	-	-	-	-	Impact of development upon energy and climate change is dependent upon opportunities for either renewable energy provision or energy efficiency measures. The site has the potential and is of sufficient size to incorporate renewable energy technologies. Development of the site is likely to increase emissions of greenhouse gases overall as a result of the impacts of construction and occupation, particularly given the significant number of dwellings proposed. Emissions likely to increase across the borough without appropriate mitigation such as sustainable construction, energy reduction schemes and low carbon technology.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
-	Summary: The site would help to deliver a significant number of dwellings and provide construction jobs, however the site is 37 hectares and loss to built form would substantially alter the landscape character. 1200 new homes would also result in a notable amount of resource use, lead to pressure on local services and increase emissions. The site would however offer the opportunity for some on site provision of local services.						
Possible Mitigation: Mitigation could include improved sustainable transport links to reduce pollution, flood risk mitigation, sustainable construction and management of properties could reduce emissions and pollution.							

LS1/016: Land North of B376 Shepperton Road							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	++	0	++	++	++	+	The site would contribute a significant amount to meeting housing need.

2. Health	0	0	0	0	0	0	Limited access to local services and public transport at present. The proposed development identified a new sports and recreation space as part of its proposals, new pedestrian connections to Laleham and new children's play areas. This would likely have positive impacts on health, however the loss of a green open area adjacent to existing properties may negatively impact wellbeing.
3. Flood risk	-	0	-	-	-	-	Part of the site within flood zone 2. Development would result in loss of permeable land, notwithstanding mitigation measures, but even with inclusion of permeable surfaces and SuDS it is unlikely the risk could be fully mitigated compared to undeveloped land.
4. Land and Soil	-	0	-	-	-	-	Site could be contaminated due to being filled following mineral extraction (would require decontamination, which could be considered a benefit) and loss of non-PDL. Would result in loss of Grade 1 and 2 agricultural land – further investigation required.
5. Pollution	-	0	-	-	-	-	All of Spelthorne is an AQMA. Site not located in proximity to any generators of significant noise or air pollution but redevelopment would increase pollutants and car use given its size.
6. Biodiversity	-	0	-	-	-	-	Loss of green space and infrastructure. Due to size of site, likely to have an impact on habitats and biodiversity even though not a designated nature conservation site.
7. Heritage	-	0	-	-	-	0	Development of the site could harm the Laleham Conservation Area and its setting to the west. High quality design would help to mitigate impacts.
8. Open space and landscape.	--	0	-	--	--	--	Loss of considerable area of open space and landscape character that is not publicly accessible across its full extent but is highly visible from many vantage points. The site forms part of the wider strategic Green Belt. Mitigation would include boundary enhancements.
9. Transport	-	0	-	-	-	-	Site not located within close travel distance of services and is not well served by public transport. Proposed use would increase need to travel more than existing use
10. Economic Dev.	+	0	+	+	+	0	Employment generating uses promoted alongside housing. Site

							within proximity of established Shepperton Studios site, especially once expanded, which could provide jobs. Temporary construction employment associated with the phasing of development
11. Climate Change	-	0	-	-	-	-	Impact of development upon energy and climate change is dependent upon opportunities for either renewable energy provision or energy efficiency measures. The site has the potential and is of sufficient size to incorporate renewable energy technologies. Development of the site is likely to increase emissions of greenhouse gases overall as a result of the impacts of construction and occupation, particularly given the significant number of dwellings proposed. Emissions likely to increase across the borough without appropriate mitigation such as sustainable construction, energy reduction schemes and low carbon technology.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
0/-	Summary: Impacts are largely negative due to the loss of a large area of open greenfield land. The site is adjacent to Laleham which has limited service offer meaning an increase in travel is likely, although community services could be accommodated on site. The proposed development identified a new sports and recreation space as part of its proposals, new pedestrian connections to Laleham and new children's play areas. The site would however offer the opportunity for some on site provision of local services.						
Possible Mitigation: Mitigation could include improved sustainable transport links to reduce pollution, sustainable construction and management of properties could reduce emissions and pollution.							

LS1/018: Land around Manor Farm (south/east of Charlton Road) Charlton Road							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	+	0	+	+	+	+	The site would contribute to meeting housing need.
2. Health	-	0	-	-	-	-	The site is within walking distance to Charlton Village but services present are limited. Car reliance likely to increase. Currently bus services are poor near the site therefore unlikely to encourage healthy lifestyles. No loss of recreation facilities. Development

							unlikely to address existing deprivation.
3. Flood risk	-	0	-	-	-	-	Although the site is not in a flood risk area it is undeveloped greenfield land. The scheme should implement SuDS but unlikely to fully mitigate compared to undeveloped land.
4. Land and Soil	0	0	0	0	0	0	Part of the site is PDL however there would be some loss of greenfield land. Impacts are more negative if the larger proposed scheme is taken forward. Close proximity to Charlton Lane North and Charlton Lane West Landfills, so ground gas issues will need consideration. Possible contaminative light industrial uses at farm buildings.
5. Pollution	-	0	-	-	--	--	All of Spelthorne is an AQMA. Development may increase exposure to pollution given the presence of the M3 to the east of the site. Increase car movements expected.
6. Biodiversity	-	0	-	-	-	-	Loss of green space/infrastructure if larger proposal taken forward but no particular habitat or biodiversity value
7. Heritage	-	0	-	-	-	0	Locally listed buildings on site could be negatively impacted. Sensitive design required to mitigate impacts.
8. Open space and landscape.	0	0	0	0	0	0	Loss of open space that contributes to the character of the landscape (River Floodplain & River Valley Floor). A notable proportion of the site is previously developed and has limited landscape value.
9. Transport	0	0	0	0	0	0	The site is not well located with poor connections to sustainable modes of transport. Unlikely to reduce car use and congestion. The site is however already in use with some links to Charlton Village and generates vehicle movements already. Development would provide the opportunity to boost local sustainable transport links.
10. Economic Dev.	+	0	+	0	0	0	Temporary construction employment which in turn could contribute to economic growth. Limited impacts in the long term.
11. Climate Change	0	0	0	0	0	0	Current use has little/no impact on resources, emissions or carbon use but the proposed use provides an opportunity to incorporate renewable or low carbon energy sources and promote sustainable development to tackle climate change.

12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
0	Summary: The site would provide the opportunity for housing development to help meet needs. The sustainability of the location is however somewhat limited as services within Charlton Village are small in size and travel is likely to be required. A large proportion of the site is previously developed land which would positively impact land use, however if the wider site were to be developed impacts would be more negative. Pollution is likely to increase with car use.						
Possible Mitigation: Mitigation could include improved sustainable transport links to reduce pollution, sustainable construction and management of properties could reduce emissions and pollution.							

LS1/019: Land west Charlton Lane Charlton Lane							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	+	0	+	+	+	+	The site would contribute to meeting housing need.
2. Health	-	0	-	-	-	-	The site is within walking distance to Charlton Village but services present are limited. Car reliance likely to increase. Currently bus services are poor near the site therefore unlikely to encourage healthy lifestyles. No loss of recreation facilities. Development unlikely to address existing deprivation.
3. Flood risk	-	0	-	-	-	-	Part flood zone 2, part flood zone 3a. Potential loss of permeable land and introduction of hardstanding. 50-75% chance of ground water flooding. Would need to include permeable surfaces and SuDS to contribute to mitigation.
4. Land and Soil	-	0	-	-	-	-	The site is undeveloped Green Belt and will result in built development on uncontaminated land. Development won't result in the efficient use of PDL over greenfield land.
5. Pollution	-	0	-	-	-	-	All of Spelthorne is an AQMA. Increase car movements expected leading to pollution. Limited services within Charlton Village therefore increased car use expected. Sustainable travel options require improvements.
6. Biodiversity	-	0	-	-	-	-	Loss of green space/infrastructure but no particular habitat or biodiversity value
7. Heritage	0	0	0	0	0	0	No heritage impacts identified.

8. Open space and landscape.	-	0	-	-	-	-	Loss of open space that contributes to the character of the landscape and forming part of a wider area of strategic Green Belt.
9. Transport	-	0	-	-	-	-	The site is not well located with poor connections to sustainable modes of transport. Unlikely to reduce car use and congestion. Mitigation could include improved sustainable transport links. The site is however reasonably small in size impacts would be limited and development would provide the opportunity to boost local sustainable transport links.
10. Economic Dev.	+	0	+	0	0	0	Temporary construction employment which in turn could contribute to economic growth. Limited impacts in the long term.
11. Climate Change	0	0	0	0	0	0	Current use has little/no impact on resources, emissions or carbon use but the proposed use provides an opportunity to incorporate renewable or low carbon energy sources and promote sustainable development to tackle climate change.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
-	Summary: Development would provide housing and temporary employment from construction, however the site is undeveloped greenfield land. The site is within Charlton Village where services are limited meaning travel and in turn pollution is likely to rise. The site is also at risk of flooding.						
Possible Mitigation: Mitigation could include improved sustainable transport links and flood risk mitigation. Sustainable construction and management of properties could reduce emissions and pollution.							

LS1/020: Land north of New Road/ Charlton Road Charlton Road							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	++	0	++	++	++	+	The site would contribute a notable amount to meeting housing need.
2. Health	-	0	-	-	-	-	The site is within walking distance to Charlton Village but services present are limited. Car reliance likely to increase. Currently bus services are poor near the site therefore unlikely to encourage healthy lifestyles. No loss of recreation facilities. Development

							unlikely to address existing deprivation.
3. Flood risk	-	0	-	-	-	-	Part flood zone 2. Potential loss of permeable land and introduction of hardstanding. 50-75% chance of ground water flooding. Would need to include permeable surfaces and SuDS to contribute to mitigation.
4. Land and Soil	-	0	-	-	-	-	The site is undeveloped Green Belt and will result in built development on uncontaminated land. Development won't result in the efficient use of PDL over greenfield land.
5. Pollution	-	0	-	-	-	-	All of Spelthorne is an AQMA. Increase car movements expected leading to pollution. Limited services within Charlton Village therefore increased car use expected. Sustainable travel options require improvements.
6. Biodiversity	-	0	-	-	-	-	Loss of green space/infrastructure but no particular habitat or biodiversity value. The site is adjacent to Queen Mary Reservoir SNCI.
7. Heritage	0	0	0	0	0	0	No heritage impacts identified.
8. Open space and landscape.	-	0	-	-	-	-	Loss of open space that contributes to the character of the landscape and forming part of a wider area of strategic Green Belt. Loss of open land that contributes to the local character of Charlton Village.
9. Transport	-	0	-	-	-	-	The site is not well located with poor connections to sustainable modes of transport. Unlikely to reduce car use and congestion. Mitigation could include improved sustainable transport links and there may be an opportuntiy to boost connectivity in CHarlton Village however the proposed level of development is likely to result in negative impacts overall.
10. Economic Dev.	+	0	+	0	0	0	Temporary construction employment which in turn could contribute to economic growth. Limited impacts in the long term.
11. Climate Change	0	0	0	0	0	0	Current use has little/no impact on resources, emissions or carbon use but the proposed use provides an opportunity to incorporate renewable or low carbon energy sources and promote sustainable development to tackle climate change.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its

							quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
0/-	Summary: Development would provide a notable amount of housing and temporary employment from construction, however the site is undeveloped greenfield land. The site is within Charlton Village where services are limited meaning travel and in turn pollution is likely to rise. The site is also at risk of flooding. The introduction of built form is likely to alter the local character of Charlton Village.						
Possible Mitigation: Mitigation could include improved sustainable transport links and flood risk mitigation. Sustainable construction and management of properties could reduce emissions and pollution.							

LS1/024: Land at Staines Road West and Cedar Way (east of Spelthorne sports club) Staines Road West							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	+	0	+	+	+	+	The site would contribute to meeting housing need.
2. Health	0	0	0	0	0	0	The site may be able to accommodate a small area of open space. The site is within a reasonably sustainable location close to services in Sunbury. Bus stops are within walking distance. Impacts on the wider area are somewhat limited. Close proximity to the A308 and also additional pressure on health care likely.
3. Flood risk	-	0	-	-	-	-	Although the site is not in a flood risk area it is undeveloped greenfield land. The scheme should implement SuDS but unlikely to fully mitigate compared to undeveloped land.
4. Land and Soil	-	0	-	-	-	-	The site is not in agricultural use. Investigation into any potential contamination required. The site is undeveloped greenfield. Higher density development could potentially be accommodated on site given the presence of flats nearby and urban character.
5. Pollution	-	0	-	-	-	-	Increase in development is likely to increase pollution and exposure given the site's location along Staines Road West.
6. Biodiversity	-	0	-	-	-	-	The site is not within a designated area and is unlikely to perform a biodiversity role due to its managed nature and location along Staines Road West.
7. Heritage	0	0	0	0	0	0	No negative or positive impacts identified on historic environment.

8. Open space and landscape.	-	0	-	-	-	-	Loss of open greenspace. The site has a somewhat urban character due to the presence of the waterworks, businesses and nearby residential development.
9. Transport	+	0	+	+	+	0	Local services are within walking distance at Sunbury Cross. Bus stops located along Staines Road West are accessible. Opportunities to improve active travel links to local services. The site is however undeveloped and the provision of ~80 units would increase car use. Overall the site is considered to be sustainably located and would encourage sustainable travel.
10. Economic Dev.	+	0	+	0	0	0	Temporary construction employment which in turn could contribute to economic growth. Limited impacts in the long term.
11. Climate Change	0	0	0	0	0	0	Current use has little/no impact on resources, emissions or carbon use but the proposed use provides an opportunity to incorporate renewable or low carbon energy sources and promote sustainable development to tackle climate change.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
+/0	Summary: The site is undeveloped greenfield land however it is at the edge of the built up area and has an urban character. The site is near to Sunbury Cross, with high density development in close proximity meaning that higher densities could be accommodated on site. The site is also in close proximity to local services and sustainable transport links.						
Possible Mitigation: Mitigation could include improved sustainable transport links. Sustainable construction and management of properties could reduce emissions and pollution.							

LS2/001: Shepperton Studios Studios Road							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	0	0	0	0	0	0	No housing included in proposals.
2. Health	0	0	0	0	0	0	The site already has planning permission for expansion of the Shepperton Studios site. Allocation in the local plan would not have any additional impacts on health and wellbeing.
3. Flood risk	-	0	0	-	-	-	The site already has planning permission for expansion of the

							Shepperton Studios site. De-designation from the Green Belt may lead to additional development on site in future which could lead to the loss of permeable land.
4. Land and Soil	0	0	0	0	0	0	The site already has planning permission for expansion of the Shepperton Studios site. Allocation in the local plan would not have any additional impacts on soil and land.
5. Pollution	0	0	0	0	0	-	The site already has planning permission for expansion of the Shepperton Studios site. No additional impacts identified from allocation in the Local Plan. All of Spelthorne is an AQMA therefore development is likely to worsen impacts more widely.
6. Biodiversity	-	0	0	-	-	-	The site already has planning permission for expansion of the Shepperton Studios site. De-designation from the Green Belt could put pressure on the River Ash Corridor from additional development in future.
7. Heritage	0	0	0	0	0	0	The site already has planning permission for expansion of the Shepperton Studios site.
8. Open space and landscape.	-	0	-	-	-	-	The site already has planning permission for expansion of the Shepperton Studios site. De-designation from the Green Belt would increase vulnerability to loss of open landscape as more development could take place in future with less restrictions.
9. Transport	0	0	0	0	0	0	The site already has planning permission for expansion of the Shepperton Studios site.
10. Economic Dev.	++	0	++	++	++	+	The site already has planning permission for expansion of the Shepperton Studios site. De-designation from the Green Belt could increase the likeliness for additional development which could in turn boost economic performance. Significant impacts given the scale of the site.
11. Climate Change	0	0	0	0	0	0	The site already has planning permission for expansion of the Shepperton Studios site.
12. Water	0	0	0	0	0	0	The site already has planning permission for expansion of the Shepperton Studios site.
0	Summary: The site already has planning permission for expanded studios use. Allocation and therefore de-designation from the Green Belt may lead to increased opportunity for additional development in future will may lead to increased built form and a loss of greenfield land.						
Possible Mitigation: Permeable surfaces/sustainable drainage, biodiversity enhancements and sensitive design.							

LS2/009: Littleton Cottages, 1-12 New Road							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	+	0	+	+	+	+	The site would contribute to meeting housing need.
2. Health	-	0	-	-	-	-	The site is within walking distance to Charlton Village but services present are limited. Car reliance likely to increase. Currently bus services are poor near the site therefore unlikely to encourage healthy lifestyles. No loss of recreation facilities. Development unlikely to address existing deprivation.
3. Flood risk	-	0	-	-	-	-	Majority of the site in flood zone 3a. Potential loss of permeable land and introduction of hardstanding. Chance of ground water flooding and surface water flooding. Would need to include permeable surfaces and SuDS to contribute to mitigation.
4. Land and Soil	-	0	-	-	-	-	Although the site is occupied by housing, the proposed development area is currently undeveloped garden land adjacent to the built for and would result in the loss of greenfield.
5. Pollution	0	0	0	0	0	-	The site is relatively small in size therefore car use is expected to increase but limited impacts expected overall. All of Spelthorne is an AQMA therefore development is likely to worsen impacts more widely.
6. Biodiversity	0	0	0	0	0	0	No particular biodiversity impacts identified.
7. Heritage	0	0	0	0	0	0	No negative or positive impacts identified on historic environment.
8. Open space and landscape.	0	0	0	0	0	0	No particular landscape impacts. The site is part previously developed with the land interspersed undeveloped and closely linked to the built form.
9. Transport	-	0	-	-	-	0	The site is not well located with poor connections to sustainable modes of transport. Unlikely to reduce car use and congestion.
10. Economic Dev.	+	0	+	0	0	0	Temporary construction employment which in turn could contribute to economic growth. Limited impacts in the long term.
11. Climate Change	0	0	0	0	0	0	Current use has little/no impact on resources, emissions or carbon use but the proposed use provides an

							opportunity to incorporate renewable or low carbon energy sources and promote sustainable development to tackle climate change.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
-/0	Summary: The site is within a parcel of land which already contains built form although the proposed development area is undeveloped. The sustainability of the location is limited as Charlton Village, the closest settlement, has limited service provision. The site is at risk of flooding.						
Possible Mitigation: Mitigation could include improved sustainable transport links, flood risk mitigation and suitable boundary treatment/landscaping to minimise impacts.							

LS2/010: Land north of New Road New Road							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	+	0	+	+	+	+	The site would contribute to meeting housing need.
2. Health	-	0	-	-	-	-	The site is within walking distance to Charlton Village but services present are limited. Car reliance likely to increase. Currently bus services are poor near the site therefore unlikely to encourage healthy lifestyles. No loss of recreation facilities. Development unlikely to address existing deprivation.
3. Flood risk	-	0	-	-	-	-	Majority of the site in flood zone 3a. Potential loss of permeable land and introduction of hardstanding. Chance of ground water flooding and surface water flooding. Would need to include permeable surfaces and SuDS to contribute to mitigation.
4. Land and Soil	-	0	-	-	-	-	The site is undeveloped Green Belt and will result in built development on uncontaminated land. Development won't result in the efficient use of PDL over greenfield land.
5. Pollution	0	0	0	0	0	-	The site is relatively small in size therefore car use is expected to increase but limited impacts expected overall.All of Spelthorne is an AQMA therefore development is likely to worsen impacts more widely.

6. Biodiversity	-	0	-	-	-	-	Loss of green space/infrastructure but no particular habitat or biodiversity value
7. Heritage	0	0	0	0	0	0	No negative or positive impacts identified on historic environment.
8. Open space and landscape.	-	0	-	-	-	-	Loss of open space that contributes to the character of the wider landscape (River Floodplain – Surrey Landscape Character Assessment).
9. Transport	-	0	-	-	-	0	The site is not well located with poor connections to sustainable modes of transport. Unlikely to reduce car use and congestion.
10. Economic Dev.	+	0	+	0	0	0	Temporary construction employment which in turn could contribute to economic growth. Limited impacts in the long term.
11. Climate Change	0	0	0	0	0	0	Current use has little/no impact on resources, emissions or carbon use but the proposed use provides an opportunity to incorporate renewable or low carbon energy sources and promote sustainable development to tackle climate change.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
-	Summary: The site is a narrow strip of greenfield land but would provide some housing development. The sustainability of the location is limited as Charlton Village, the closest settlement, has limited service provision. The site is at risk of flooding.						
Possible Mitigation: Mitigation could include improved sustainable transport links, flood risk mitigation and suitable boundary treatment/landscaping to minimise impacts.							

LS3/010: Manor Farm The Broadway							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	0	0	0	0	0	0	The site is promoted for Class E business uses.
2. Health	0	0	0	0	0	0	No impacts on health and wellbeing identified. The site is promoted for economic use.
3. Flood risk	-	0	-	-	-	-	Part flood zone 2 and part flood zone 3a. Potential loss of permeable land and introduction of hardstanding. Chance of ground water flooding and surface water flooding. Would need to include permeable

							surfaces and SuDS to contribute to mitigation.
4. Land and Soil	-	0	-	-	-	-	The site is partly undeveloped Green Belt and will result in built development on uncontaminated land. Development won't result in the efficient use of PDL over greenfield land.
5. Pollution	0	0	0	0	0	-	Part of the site is open greenfield land whilst the rest is previously developed. The site is already in use and generates vehicles movements. All of Spelthorne is an AQMA therefore development is likely to worsen impacts more widely.
6. Biodiversity	0	0	0	0	0	0	No particular biodiversity impacts identified.
7. Heritage	-	0	-	-	-	0	Part of the site is within the Laleham Conservation Area. Potential negative impacts. Mitigation could include a well designed and integrated scheme that is sensitive to the wider area.
8. Open space and landscape.	-	0	-	-	-	-	Whilst part of the site is previously developed, the area to the north is more open and free from development, contributing to the Green Belt and rural landscape character. Overall a more intensive development of the site is likely to have negative impacts on the wider landscape and character.
9. Transport	0	0	0	0	0	0	Limited impacts on sustainable transport identified. The site already has a commercial presence and redevelopment is unlikely to result insignificant impacts.
10. Economic Dev.	+	0	+	+	++	+	Class E development proposed on site which would likely boost economic prosperity, with likely increasingly positive impacts over time.
11. Climate Change	0	0	0	0	0	0	Potential increase in emissions but opportunity to retrofit against the future impact of climate change. Opportunity to promote energy efficiency and renewable/low carbon technologies.
12. Water	0	0	0	0	0	0	The site is already in commercial use and the proposed development is expected to have limited impact on water as a result.
-/0	Summary: The site is already in commercial use but part of the site is undeveloped Greenfield land which could have negative environmental impacts. The site is also within the Laleham Conservation Area and redevelopment to a more intensive commercial use may have negative impacts on the setting and local character. In terms of positive impacts, redevelopment would boost local economic performance and could increase jobs.						
Possible Mitigation:							

Mitigation could include flood risk mitigation, sustainable construction and renewable energy, as well as sensitive design.

RL1/007: Land off Worple Road Worple Road							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	++	0	+	++	++	++	Notable contribution to meeting housing need with affordable housing element included. Long term benefits from higher level of provision and affordable housing.
2. Health	0	0	0	0	0	0	Site is in a reasonably sustainable location close to some local services in and around Staines. Good access to bus routes to reduce reliance on the car. No loss of recreation facilities. Access to local services could be improved as the quantity of units proposed is likely to increase pressure on local health services.
3. Flood risk	-	0	-	-	-	-	Within flood zone 2, potential loss of permeable land and introduction of hardstanding. Would need to include permeable surfaces and SuDS but unlikely to fully mitigate compared to undeveloped land.
4. Land and Soil	-	0	-	-	-	-	The site is undeveloped Green Belt and will result in built development on uncontaminated land. Development won't result in the efficient use of PDL over greenfield land.
5. Pollution	-	0	-	-	-	-	All of Spelthorne is an AQMA. No particular noise or air pollution effects but likely rise in car use and emissions. Potential to improve links to sustainable travel options to reduce impacts.
6. Biodiversity	0	0	0	0	0	0	Loss of green space/infrastructure but no particular habitat or biodiversity value.
7. Heritage	0	0	0	0	0	0	No negative or positive impacts identified on historic environment.
8. Open space and landscape.	-	0	-	-	-	-	Loss of open space that contributes to the character of the landscape (River Floodplain).
9. Transport	-	0	-	-	-	-	Reasonably sustainable site in proximity to local services and public transport. May encourage sustainable travel, although the proposed level of development is significant and will lead to additional car use and will contribute to congestion, resulting in negative impacts overall. Improved links to sustainable and active travel

							options will help to address any negative impacts.
10. Economic Dev.	+	0	+	0	0	0	Temporary construction employment which in turn could contribute to economic growth. Limited impacts in the long term.
11. Climate Change	-	0	-	-	-	-	Impact of development upon energy and climate change is dependent upon opportunities for either renewable energy provision or energy efficiency measures. The site has the potential and is of sufficient size to incorporate renewable energy technologies. Development of the site is likely to increase emissions of greenhouse gases overall as a result of the impacts of construction and occupation, particularly given the significant number of dwellings proposed. Emissions likely to increase across the borough without appropriate mitigation such as sustainable construction, energy reduction schemes and low carbon technology.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
+/0	Summary: The site provides the opportunity for a notable number of units and is in a fairly sustainable location at the edge of the urban area. The site is however undeveloped greenfield and would result in negative environmental impacts.						
Possible Mitigation: Mitigation could include flood risk mitigation, sustainable construction and renewable energy, as well as sensitive design and improved links to active travel networks.							

RL1/008: Land to Rear of Ashford Road Ashford Road							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	++	0	+	++	++	++	Notable contribution to meeting housing need with affordable housing element included. Long term benefits from higher level of provision and affordable housing.
2. Health	-	0	-	-	-	-	Some local services are within walking distances which could facilitate active modes of travel, however some are beyond the preferred maximum walking distance so may dissuade healthy and active lifestyles. The site is unlikely to be large

							enough to accommodate community uses. Loss of open greenfield land may negatively impact the well-being of neighbouring properties.
3. Flood risk	-	0	-	-	-	-	The majority of the site is within flood zone 3a with an area to the north west in flood zone 2. There will be loss of permeable land particularly at the eastern end of the site. SuDS should be incorporated. Medium risk of ground water flooding.
4. Land and Soil	-	0	-	-	-	-	The site is undeveloped Green Belt and will result in built development on uncontaminated land. Development won't result in the efficient use of PDL over greenfield land.
5. Pollution	-	0	-	-	-	-	All of Spelthorne is an AQMA. No particular noise or air pollution effects but likely rise in car use and emissions. Potential to improve links to sustainable travel options to reduce impacts.
6. Biodiversity	0	0	0	0	0	0	Loss of green space/infrastructure but no particular habitat or biodiversity value.
7. Heritage	0	0	0	0	0	0	No negative or positive impacts identified on historic environment.
8. Open space and landscape.	-	0	-	-	-	-	Loss of open space that contributes to the character of the landscape (River Floodplain).
9. Transport	-	0	-	-	-	0	Reasonably sustainable site in proximity to local services and public transport. May encourage sustainable travel, although the proposed level of development is significant and will lead to additional car use and will contribute to congestion, resulting in negative impacts overall. Improved links to sustainable and active travel options will help to address any negative impacts. Access to public transport is limited in and around the site. Some local services are accessible by foot, however the lack of nearby bus stops or train station is likely to increase the use of private vehicles. Access to the site is poor and would require improvements.
10. Economic Dev.	+	0	+	0	0	0	Temporary construction employment which in turn could contribute to economic growth. Limited impacts in the long term.
11. Climate Change	-	0	-	-	-	-	Current use has little/no impact on resources, emissions or carbon use but the proposed use provides an

							opportunity to incorporate renewable or low carbon energy sources and promote sustainable development to tackle climate change. Emissions likely to increase across the borough without appropriate mitigation such as sustainable construction, energy reduction schemes and low carbon technology.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
-	Summary: The site provides the opportunity for a notable number of units however is undeveloped greenfield and would result in negative environmental impacts. The site is also within flood zone 3a and has poor access, meaning connectivity to local services is limited.						
Possible Mitigation: Mitigation could include flood risk mitigation, sustainable construction and renewable energy, as well as sensitive design and multiple access points to encourage active and sustainable travel.							

RL1/009: Waterside Nursery Limited Staines Road							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	+	0	+	+	+	+	The site would contribute to meeting housing need.
2. Health	0	0	0	0	0	0	Site is in a reasonably sustainable location close to bus stop, primary school convenience retail and local centre however train station and health centre are further away. However no change to publicly accessible open space, with Laleham park 1km away. The landowner has suggested the site could be available for other uses that may benefit health.
3. Flood risk	-	0	-	-	-	-	Within flood zone 2 and 3a and there will be loss of permeable land particularly at the eastern end of the site. SuDS should be incorporated. Medium risk of ground water flooding.
4. Land and Soil	0	0	0	0	0	0	Potential contamination from previous commercial plant nursery site. Possible remediation required. The site does contain development but this is outside the NPPF definition of PDL (agricultural use). The site is likely to be unable to accommodate high density development.

5. Pollution	0	0	0	0	-	-	No particular noise or air pollution effects. Existing use generates vehicle movements although in the long term the number of vehicle movements may rise. May be opportunity to improve public transport connectivity.All of Spelthorne is an AQMA therefore development is likely to worsen impacts more widely.
6. Biodiversity	-	0	-	-	-	-	Some loss of green space (eastern end) but no particular habitat or biodiversity value.
7. Heritage	0	0	0	0	0	0	None identified. Laleham conservation area located approximately 500m south however it is not considered that development would adversely affect the character of the conservation area given the presence of development either side of the site.
8. Open space and landscape.	-	0	-	-	-	-	Loss of open space that contributes to the character of the landscape (River Floodplain). The existing use is somewhat rural in character and low density and redevelopment would likely alter the character of the area.
9. Transport	0	0	0	0	0	0	Access to public transport is limited in and around the site. Some local services are accessible by foot, however the lack of nearby bus stops or train station is likely to increase the use of private vehicles, however the site already generates vehicle movements and the level of development likely is considered to be limited given its size and shape.
10. Economic Dev.	0	0	0	0	0	0	If site is developed for housing short-term employment and economic benefits from housing construction, however jobs could be lost as a result of losing the existing use. If site is developed for economic use there will be longer term employment and economic benefits.
11. Climate Change	0	0	0	0	0	0	Current use has little/no impact on resources, emissions or carbon use but the proposed use provides an opportunity to incorporate renewable or low carbon energy sources and promote sustainable development to tackle climate change.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be

							included as part of the development such as the use of water meters and rainwater harvesting.
0	Summary: The site would help contribute to meeting housing needs and is at the edge of the urban area, with links to sustainable transport, although these could be enhanced. The site is currently in use as a nursery therefore already has some presence and resource use. Redevelopment may alter the local character and increase the urban influence.						
Possible Mitigation: Mitigation could include flood risk mitigation, sustainable construction and renewable energy, as well as sensitive design and connections to active travel network.							

RL1/010: Playing fields Berryscroft Road and Bingham Drive							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	++	0	++	++	++	+	100% affordable housing scheme proposed on site. This would help to meet the specific needs of the community.
2. Health	0	0	0	0	0	0	Site is in a reasonably sustainable location close to some local services in and around Staines. Good access to bus routes to reduce reliance on the car. Adjacent to a primary school. Loss of recreation land (but could be equipped as a smaller site within a housing development to create better provision, if not equivalent size).
3. Flood risk	-	0	-	-	-	-	Within flood zone 2 and 3a and potential loss of permeable land and introduction of hardstanding. Would need to include permeable surfaces and SuDS but unlikely to fully mitigate compared to undeveloped land.
4. Land and Soil	-	0	-	-	-	-	Development of site would not avoid development of greenfield over brownfield land. Site does not appear to be well used but is not derelict and is in use for informal recreation purposes.
5. Pollution	-	0	-	-	-	-	All of Spelthorne is an AQMA. Increase in the number of vehicles expected. The loss of the recreation ground may result in negative impacts on the environment, even if reprovided to a smaller size.
6. Biodiversity	0	0	0	0	0	0	Loss of green space/infrastructure but no particular habitat or biodiversity value.
7. Heritage	0	0	0	0	0	0	No negative or positive impacts identified on historic environment.
8. Open space and landscape.	-	0	-	-	-	-	Loss of open space but not readily visible in the public domain and landscape character is limited.

9. Transport	-	0	-	-	-	-	Reasonably sustainable site in proximity to local services and public transport. May encourage sustainable travel, although the proposed level of development is significant and will lead to additional car use and will contribute to congestion, resulting in negative impacts overall. Improved links to sustainable and active travel options will help to address any negative impacts.
10. Economic Dev.	+	0	+	0	0	0	Temporary construction employment which in turn could contribute to economic growth. Limited impacts in the long term.
11. Climate Change	0	0	0	0	0	0	Current use has little/no impact on resources, emissions or carbon use but the proposed use provides an opportunity to incorporate renewable or low carbon energy sources and promote sustainable development to tackle climate change.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
-/0	Summary: The site would contribute to meeting housing needs, particularly affordable and is in a reasonably sustainable location. The redevelopment would result in the loss of the recreation ground but reprovision of a smaller, better quality space. Mature trees may be lost which could have negative environmental impacts. Loss would also alter the character as would increase built form on site and reduce openness.						
Possible Mitigation: Mitigation could include flood risk mitigation, sustainable construction and renewable energy, as well as sensitive design and connections to active travel network.							

RL1/011: Land at Staines and Laleham Sports Club Worple Road							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	+	0	+	+	+	+	The site would contribute to meeting housing need.
2. Health	+	0	+	+	+	+	Site is in a reasonably sustainable location close to some local services in and around Staines. Good access to bus routes to reduce reliance on the car. Allocation for housing could help to fund and facilitate enhanced sports ground and facilities to the north that could increase the number of users within the local community that the existing club serves.

3. Flood risk	-	0	-	-	-	-	Largely within flood zone 2 with part in 3a, and some loss of permeable land but this is mainly to the south where there is an existing artificial pitch. Housing would however introduce a more vulnerable use to this area. The existing hardstanding for parking is not permeable, which the new parking area would be required to be.
4. Land and Soil	-	0	-	-	-	-	Development of site would not avoid development of greenfield over brownfield land. Although majority of sports club would be retained as open space.
5. Pollution	-	0	-	-	-	-	All of Spelthorne is an AQMA. No particular noise or air pollution effects but likely rise in car use and emissions. Potential to improve links to sustainable travel options to reduce impacts.
6. Biodiversity	0	0	0	0	0	0	Some loss of green space (eastern end) but no particular habitat or biodiversity value.
7. Heritage	0	0	0	0	0	0	No negative or positive impacts identified on historic environment.
8. Open space and landscape.	0	0	0	0	0	0	Loss of green land that contributes to the character of the landscape (River Floodplain) but only the southern portion that would be developed for housing. Redevelopment could help to fund improved open space facilities.
9. Transport	0	0	0	0	0	0	Reasonably sustainable site in proximity to local services and public transport. May encourage sustainable travel, although the proposed level of development will lead to additional car use and will contribute to congestion. Improved links to sustainable and active travel options will help to address any negative impacts. The site is already in use and development could help to improve the existing parking for the sports club.
10. Economic Dev.	+	0	+	+	+	0	Short-term employment and economic benefits from housing construction. Funding of the sports facilities to the north may create economic benefits.
11. Climate Change	0	0	0	0	0	0	Current use has little/no impact on resources, emissions or carbon use but the proposed use provides an opportunity to incorporate renewable or low carbon energy sources and promote sustainable development to tackle climate change.

12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
+/0	Summary: The site would help to meet housing needs and could also help to fund improved sports facilities to the north. This would also have economic benefits. It is located at the edge of the urban area, with links to sustainable transport, although these could be enhanced. The site is however at risk of flooding and development would introduce a more vulnerable use. The site largely open at present and development would reduce the level of openness.						
Possible Mitigation: Mitigation could include flood risk mitigation, sustainable construction and renewable energy, as well as sensitive design and connections to active travel network.							

RL1/012: Land adjacent to 3 Penton Hook Farm Penton Hook Road							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	+	0	+	+	+	+	The site would contribute to meeting housing need.
2. Health	0	0	0	0	0	0	The site is at the edge of the Staines urban area with access to local services. The site is small in size and therefore does not offer the opportunity for open space or community uses.
3. Flood risk	-	0	-	-	-	-	The site is within flood zone 2 and 3a, with part in 3b. Loss of permeable land if developed.
4. Land and Soil	-	0	-	-	-	-	Development of site would not avoid development of greenfield over brownfield land. The site is greenfield undeveloped land
5. Pollution	0	0	0	0	0	-	A small increase in car movements is likely although given the size of the site impacts are expected to be neutral overall.All of Spelthorne is an AQMA therefore development is likely to worsen impacts more widely.
6. Biodiversity	-	0	-	-	-	0	The site may perform a local biodiversity role as it is undeveloped greenfield but does not have any formal designations.
7. Heritage	0	0	0	0	0	0	No negative or positive impacts identified on historic environment.
8. Open space and landscape.	-	0	-	-	-	-	Loss of open green land that contributes to the character of the landscape (River Floodplain).
9. Transport	0	0	0	0	0	0	Reasonably sustainable site in proximity to local services and public transport. May encourage sustainable travel, although the proposed development will lead to

							additional car use. Improved links to sustainable and active travel options will help to address any negative impacts.
10. Economic Dev.	+	0	+	0	0	0	Temporary construction employment which in turn could contribute to economic growth. Limited impacts in the long term.
11. Climate Change	0	0	0	0	0	0	Current use has little/no impact on resources, emissions or carbon use but the proposed use provides an opportunity to incorporate renewable or low carbon energy sources and promote sustainable development to tackle climate change.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
-/0	Summary: The site would provide a small number of residential units close to the urban area however is at risk of flooding and is open greenfield land therefore is likely to result in negative environmental impacts. Mitigation could include flood risk mitigation, sustainable construction and renewable energy, as well as sensitive design and connections to active travel network.						
Possible Mitigation:							
Conclusion:							

SC1/002: 115 Staines Road West							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	+	0	+	+	+	+	The site would contribute to meeting housing need.
2. Health	0	0	0	0	0	0	Well-located site within urban area, close to local services. This is likely to encourage healthy lifestyles. A small recreation area (Spelthorne Grove) is located to the south of the site however the presence of the A308 limits recreation value. Proximity to the A308 may also negatively impact wellbeing.
3. Flood risk	0	0	0	0	0	0	The site is not within flood risk areas. Site is fully laid-to hardstanding and therefore there is potential to replace with permeable surfaces.
4. Land and Soil	+	0	+	+	+	+	The site is occupied by PDL therefore would avoid developing greenfield land. The site is not in agricultural use. The site is

							potentially contaminated due to former petrol filling station on site, therefore development may enable remediation. The site is in an urban location so could achieve high density.
5. Pollution	-	0	0	-	-	-	All of Spelthorne is an AQMA therefore development could exacerbate wider impacts in Spelthorne. Noise and air quality impact from A308 and Sunbury Cross roundabout may require mitigation as it would affect the quality of life for future residents. Car movements could increase but this is a sustainable site in close proximity to public transport.
6. Biodiversity	0	0	0	0	0	0	No biodiversity role.
7. Heritage	0	0	0	0	0	0	The site has a limited heritage value.
8. Open space and landscape.	0	0	0	0	0	0	No open space or recreation value on site.
9. Transport	+	0	+	+	+	+	Overall impacts are positive given the site's sustainable urban location and link to services in Sunbury Cross. Cumulatively, the level of development proposed through the Local Plan could lead to more sustainable travel links but could also increase congestion and vehicular movements.
10. Economic Dev.	-	0	-	-	-	0	Temporary employment and economic benefits from housing or comprehensive development construction. Redevelopment would however result in the loss of employment if an alternative site could not be identified.
11. Climate Change	0	0	0	0	0	0	Potential increase in emissions but opportunity to retrofit against the future impact of climate change. Opportunity to promote energy efficiency and renewable/low carbon technologies.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
+	Summary: The site is in a sustainable urban location with good links to the local services in Sunbury, in turn bringing about positive impacts on housing, transport and land use. The site is urban PDL therefore limited negative impacts are expected on the environment.						
Possible Mitigation: Mitigation could include land remediation, permeable surfaces, improved sustainable travel links and planting.							

SC1/003: 147 Staines Road West							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	+	0	+	+	+	+	The site would contribute to meeting housing need.
2. Health	0	0	0	0	0	0	Well-located site within urban area, close to local services. This is likely to encourage healthy lifestyles. A small recreation area (Spelthorne Grove) is located to the south of the site however the presence of the A308 limits recreation value. Proximity to the A308 may also negatively impact wellbeing.
3. Flood risk	0	0	0	0	0	0	The site is not within flood risk areas. Site is fully laid-to hardstanding and therefore there is potential to replace with permeable surfaces.
4. Land and Soil	+	0	+	+	+	+	The site is occupied by PDL therefore would avoid developing greenfield land. The site is not in agricultural use. The site is potentially contaminated due to former petrol filling station on site, therefore development may enable remediation. The site is in an urban location so could achieve high density.
5. Pollution	-	0	0	-	-	-	All of Spelthorne is an AQMA therefore development could exacerbate wider impacts in Spelthorne. Noise and air quality impact from A308 and Sunbury Cross roundabout may require mitigation as it would affect the quality of life for future residents. Car movements could increase but this is a sustainable site in close proximity to public transport.
6. Biodiversity	0	0	0	0	0	0	No biodiversity role.
7. Heritage	0	0	0	0	0	0	The site has a limited heritage value.
8. Open space and landscape.	0	0	0	0	0	0	No open space or recreation value on site.
9. Transport	+	0	+	+	+	+	Overall impacts are positive given the site's sustainable urban location and link to services in Sunbury Cross. Cumulatively, the level of development proposed through the Local Plan could lead to more sustainable travel links but could also increase congestion and vehicular movements.
10. Economic Dev.	-	0	-	-	-	0	Temporary employment and economic benefits from housing or comprehensive development

							construction. Redevelopment would however result in the loss of employment if an alternative site could not be identified.
11. Climate Change	0	0	0	0	0	0	Potential increase in emissions but opportunity to retrofit against the future impact of climate change. Opportunity to promote energy efficiency and renewable/low carbon technologies.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
+	Summary: The site is in a sustainable urban location with good links to the local services in Sunbury, in turn bringing about positive impacts on housing, transport and land use. The site is urban PDL therefore limited negative impacts are expected on the environment.						
Possible Mitigation: Mitigation could include land remediation, permeable surfaces, improved sustainable travel links and planting.							

SC1/005: Sunbury Cross Ex Services Association Club Crossways							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	+	0	+	+	+	+	The site would contribute to meeting housing need.
2. Health	0	0	0	0	0	0	Well located site within urban area, close to local services. This is likely to encourage healthy lifestyles. Not particularly well served by open space and limited potential to provide amenity space within the site as part of a mixed use or comprehensive redevelopment. Concern over air quality issues due to close proximity to Sunbury Cross junction of M3 motorway.
3. Flood risk	0	0	0	0	0	0	The site is not within flood risk areas. Site is fully laid-to hardstanding and therefore there is potential to replace with permeable surfaces.
4. Land and Soil	+	0	+	+	+	+	The site is occupied by PDL therefore would avoid developing greenfield land. The site is not in agricultural use. The site is potentially contaminated due to former petrol filling station on site, therefore development may enable remediation. The site is in an urban location so could achieve high density.

5. Pollution	-	0	-	-	-	-	All of Spelthorne is an AQMA therefore development could exacerbate wider impacts in Spelthorne. Noise and air quality impact from M3 would need to be mitigated as it would affect the quality of life for future residents. Car movements could increase but this is a sustainable site in close proximity to public transport.
6. Biodiversity	0	0	0	0	0	0	No biodiversity role.
7. Heritage	0	0	0	0	0	0	The site has a limited heritage value.
8. Open space and landscape.	0	0	0	0	0	0	No open space or recreation value on site.
9. Transport	+	0	+	+	+	+	Overall impacts are positive given the site's sustainable urban location and link to services in Sunbury Cross. Cumulatively, the level of development proposed through the Local Plan could lead to more sustainable travel links but could also increase congestion and vehicular movements.
10. Economic Dev.	+	0	+	0	0	0	Temporary construction employment which in turn could contribute to economic growth. Limited impacts in the long term. The previous use is no longer present.
11. Climate Change	0	0	0	0	0	0	The current use is likely to have an impact on resources, emissions or carbon use and redevelopment would likely increase resource use. Impacts could potentially be mitigated through sustainable construction. The site could potentially incorporate renewable and low carbon energy.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
+	Summary: The site is in a sustainable urban location with good links to the local services in Sunbury, in turn bringing about positive impacts on housing, transport and land use. The site is urban PDL therefore limited negative impacts are expected on the environment.						
Possible Mitigation: Mitigation could include land remediation, permeable surfaces, improved sustainable travel links and planting.							

SC1/006: Tesco Extra Escot Road

	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	++	0	+	++	++	0	Opportunity for new housing provision and affordable units. Long term significant positive impacts with a higher number of units to help meet needs.
2. Health	0	0	0	0	0	0	Well located site within urban area, close to local services. This is likely to encourage healthy lifestyles. Not particularly well served by open space and limited potential to provide amenity space within the site as part of a mixed use or comprehensive redevelopment. The site is close to the M3 and rail line therefore noise attenuation is required. Additional health care infrastructure or open space provision/funding would help to mitigate impacts.
3. Flood risk	0	0	0	0	0	0	Existing site has hardstanding and structures in place. Site not in flood zone and SUDs could be included to mitigate any surface water flooding.
4. Land and Soil	+	0	+	+	+	+	Use of brownfield land over greenfield land. Urban area offers opportunity for higher densities. Potential to remediate any contamination associated with the filling station.
5. Pollution	-	0	-	-	--	--	All of Spelthorne is an AQMA therefore development could exacerbate wider impacts in Spelthorne. Increased exposure to noise and air pollution likely for new residents given proximity to A30 and M3. Existing use generates significant car movements with car park capable of accommodation over 300 cars. Proposals refer to a decked carpark, potentially increasing vehicle movements, particularly in the long term. Mitigation could include more sustainable and active travel links.
6. Biodiversity	0	0	0	0	0	0	No biodiversity role.
7. Heritage	0	0	0	0	0	0	The site has a limited heritage value.
8. Open space and landscape.	0	0	0	0	0	0	No open space or recreation value on site.
9. Transport	+	0	+	+	+	+	Overall impacts are positive given the site's sustainable urban location and link to services in Sunbury. Cumulatively, the level of development proposed through the Local Plan could lead to more

							sustainable travel links but could also increase congestion and vehicular movements.
10. Economic Dev.	+	0	+	0	0	0	Temporary construction employment which in turn could contribute to economic growth. Limited impacts in the long term. Improvement of local services may boost economic impacts. Retaining the superstore on site would retain local jobs.
11. Climate Change	0	0	0	0	0	0	Potential increase in emissions but opportunity to retrofit against the future impact of climate change. Opportunity to promote energy efficiency and renewable/low carbon technologies.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
+	Summary: The site is in a sustainable urban location with good links to the local services, in turn bringing about positive impacts on housing, transport and land use. The site is urban PDL therefore limited negative impacts are expected on the environment.						
Possible Mitigation: Mitigation could include land remediation, permeable surfaces, improved sustainable travel links and planting. Noise attenuation measures and improved local healthcare would help to mitigate impacts.							

SC1/009: Land to the North of M3 J1							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	0	0	0	0	0	0	The site is promoted for employment use.
2. Health	0	0	0	0	0	0	Loss of green space (not public) but off set by creation of employment opportunities which could improve wellbeing and inequalities.
3. Flood risk	-	0	-	-	-	-	Although the site is not in a flood risk area it is undeveloped greenfield land. The scheme should implement SuDS but unlikely to fully mitigate compared to undeveloped land.
4. Land and Soil	-	0	-	-	-	-	The site is greenfield land however is a historic landfill site, so remediation work is required. Development would result in the loss of open greenfield. The site is not in agricultural use.
5. Pollution	-	0	-	-	-	-	All of Spelthorne is an AQMA. Concern over air and noise pollution exposure due to close proximity to

							A316 and near to Sunbury Cross junction of M3 motorway, however as not promoted for residential use. Car and HGV movements from site to increase compared to the current greenfield use but this is a sustainable site in close proximity to public transport.
6. Biodiversity	-	0	-	-	-	0	The site may perform a local biodiversity role as it is undeveloped greenfield but does not have any formal designations.
7. Heritage	0	0	0	0	0	0	The site has a limited heritage value.
8. Open space and landscape.	-	0	-	-	-	-	Loss of considerable area of open green space. Site is currently well screened from the road but does contribute to the gap between Spelthorne and Hounslow and holds some landscape value.
9. Transport	0	0	0	0	0	0	Reasonably sustainable location close to Sunbury Cross, however likely to contribute to congestion with additional HGV movements, although the site is adjacent to the strategic road network which may limit impacts through the Borough.
10. Economic Dev.	++	0	++	++	++	+	Signficant employment use promoted. Site within proximity of commercial uses.
11. Climate Change	-	0	-	-	-	-	Impact of development upon energy and climate change is dependent upon opportunities for either renewable energy provision or energy efficiency measures. The site has the potential and is of sufficient size to incorporate renewable energy technologies. Development of the site is likely to increase emissions of greenhouse gases overall as a result of the impacts of construction and occupation, particularly given the significant number of dwellings proposed. Emissions likely to increase across the borough without appropriate mitigation such as sustainable construction, energy reduction schemes and low carbon technology.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
-	Summary:						

	Whilst there are positive impacts from the provision of employment floorspace in a reasonably sustainable location, impacts on the environment are largely negative as the site is open and undeveloped. The site is also an important component of the landscape between Spelthorne and Hounslow. Development to employment use would also result in additional vehicle movements which could also negatively impact pollution.
Possible Mitigation: Mitigation could include land remediation, permeable surfaces, improved sustainable travel links and planting.	

SC1/010: Land East of Groveley Road and Vicarage Road Groveley Road and Vicarage Road							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	+	0	+	++	++	0	Opportunity for new housing provision and affordable units. Long term significant positive impacts with a higher number of units to help meet needs.
2. Health	0	0	0	0	0	0	Fairly well-located site on edge of urban area, close to local services. This is likely to encourage healthy lifestyles. Recreation ground to the west. Development would likely increase car use
3. Flood risk	-	0	-	-	-	-	Although the site is not in a flood risk area it is undeveloped greenfield land. The scheme should implement SuDS but unlikely to fully mitigate compared to undeveloped land.
4. Land and Soil	-	0	-	-	-	-	The site is greenfield land however is a historic landfill site, so remediation work is required. Development would result in the loss of open greenfield.
5. Pollution	-	0	-	-	-	-	All of Spelthorne is an AQMA therefore wider cumulative impacts can be expected with development. The change in use from open fields to residential will significantly increase the carbon emissions from the site and increase vehicle movements to and from it.
6. Biodiversity	-	0	-	-	-	0	The site may perform a local biodiversity role as it is undeveloped greenfield but does not have any formal designations.
7. Heritage	0	0	0	0	0	0	The site has a limited heritage value.
8. Open space and landscape.	-	0	-	-	-	-	The site is open green area located next to a recreation ground. The space is in a prominent area visible from Groveley Road and Vicarage Road. It provides a an area of green space which breaks up the built development adjacent
9. Transport	-	0	-	-	-	-	The site is located within close proximity to bus routes, plus walking distance to Sunbury train

							station. Development will however increase car movements and contribute to congestion which is considered to sway the scoring. Mitigation could include improved access and links with sustainable travel routes and options.
10. Economic Dev.	+	0	+	0	0	0	Temporary construction employment which in turn could contribute to economic growth.
11. Climate Change	-	0	-	-	-	-	Impact of development upon energy and climate change is dependent upon opportunities for either renewable energy provision or energy efficiency measures. The site has the potential and is of sufficient size to incorporate renewable energy technologies. Development of the site is likely to increase emissions of greenhouse gases overall as a result of the impacts of construction and occupation, particularly given the significant number of dwellings proposed. Emissions likely to increase across the borough without appropriate mitigation such as sustainable construction, energy reduction schemes and low carbon technology.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
0/-	Summary: Development would provide a notable amount of housing and temporary employment from construction, however the site is undeveloped greenfield land. The site is within Sunbury with fairly good access to local services, although development would increase pollution and car use and in turn pollution is likely to rise. The introduction of built form is likely to alter the local character of compared to the current open greenfield land.						
Possible Mitigation: Mitigation could include improved sustainable transport links and sensitive design with adequate boundary treatment to protect the wider Green Belt. Sustainable construction and management of properties could reduce emissions and pollution.							

SC1/013: RMG Warehouse & Delivery Office, 47-79 Staines Road West							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	+	0	+	+	+	+	The site would contribute to meeting housing need.
2. Health	0	0	0	0	0	0	Well-located site within urban area, close to local services. This is likely to encourage healthy lifestyles. A small recreation area (Spelthorne

							Grove) is located to the south of the site however the presence of the A308 limits recreation value. Proximity to the A308 may also negatively impact wellbeing.
3. Flood risk	0	0	0	0	0	0	The site is not within flood risk areas. Site is fully laid-to hardstanding and therefore there is potential to replace with permeable surfaces.
4. Land and Soil	+	0	+	+	+	+	The site is occupied by PDL therefore would avoid developing greenfield land. The site is not in agricultural use. The site is in an urban location so could achieve high density.
5. Pollution	-	0	0	-	-	-	All of Spelthorne is an AQMA therefore development could exacerbate wider impacts in Spelthorne. Noise and air quality impact from A308 and Sunbury Cross roundabout may require mitigation as it would affect the quality of life for future residents. Car movements could increase but this is a sustainable site in close proximity to public transport.
6. Biodiversity	0	0	0	0	0	0	No biodiversity role.
7. Heritage	0	0	0	0	0	0	The site has a limited heritage value.
8. Open space and landscape.	0	0	0	0	0	0	No open space or recreation value on site.
9. Transport	+	0	+	+	+	+	Overall impacts are positive given the site's sustainable urban location and link to services in Sunbury Cross. Cumulatively, the level of development proposed through the Local Plan could lead to more sustainable travel links but could also increase congestion and vehicular movements.
10. Economic Dev.	-	0	0	0	-	0	Temporary employment and economic benefits from housing construction but loss of employment from RMG Warehouse & Delivery Office if an alternative location cannot be identified
11. Climate Change	0	0	0	0	0	0	Potential increase in emissions but opportunity to retrofit against the future impact of climate change. Opportunity to promote energy efficiency and renewable/low carbon technologies.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development

							such as the use of water meters and rainwater harvesting.
+	Summary: The site is in a sustainable urban location with good links to the local services in Sunbury, in turn bringing about positive impacts on housing, transport and land use. The site is urban PDL therefore limited negative impacts are expected on the environment.						
Possible Mitigation: Mitigation could include land remediation, permeable surfaces, improved sustainable travel links and planting.							

SC1/014: r/o 2-32 Escot Road/ Spelthorne Grove							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	+	0	+	+	+	+	The site would contribute to meeting housing need.
2. Health	-	0	-	-	-	0	Well located site within urban area, close to local services. This is likely to encourage healthy lifestyles. Open space/recreation ground adjoins the site with the site itself performing some degree of recreation space which would be lost with development. Significant noise and air pollution issues due to close proximity to Staines Road West (A308) and the turning for Tesco which is often extremely busy.
3. Flood risk	-	0	-	-	-	0	The site is partly within flood zone 2. Site is currently grassed and replacement of this with hardstanding would increase risk of surface water flooding. Permeable surfaces could help to mitigate this.
4. Land and Soil	-	0	-	-	-	-	The site is greenfield with no existing development. There are no recorded contamination uses. Development could impact negatively on soil quality and quantity. The site is urban but is open grassed undeveloped land and would not contribute to developing previously developed over greenfield land.
5. Pollution	-	0	-	-	-	-	All of Spelthorne is an AQMA therefore development could exacerbate wider impacts in Spelthorne. Noise and air quality impact from A308 and Sunbury Cross roundabout may require mitigation as it would affect the quality of life for future residents. Car movements could increase but this is a sustainable site in close proximity to public transport.
6. Biodiversity	0	0	0	0	0	0	No biodiversity role.
7. Heritage	0	0	0	0	0	0	The site has a limited heritage value.

8. Open space and landscape.	-	0	-	-	-	-	The site is open green area located next to a recreation ground. The space is in a prominent area at the junction of Staines Road West and Escot Road. It provides a an area of green space which breaks up the built development adjacent
9. Transport	+	0	+	+	+	+	Overall impacts are positive given the site's sustainable urban location and link to services in Sunbury Cross. Cumulatively, the level of development proposed through the Local Plan could lead to more sustainable travel links but could also increase congestion and vehicular movements.
10. Economic Dev.	+	0	+	0	0	0	Temporary employment and economic benefits from housing construction
11. Climate Change	0	0	0	0	0	0	The current use does not have an impact on resources, emissions or carbon use and redevelopment would likely increase resource use. Impacts could potentially be mitigated through sustainable construction. The site could potentially incorporate renewable and low carbon energy.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
+/0	Summary: The site is in a sustainable urban location with good links to the local services in Sunbury, in turn bringing about positive impacts on housing and transport, however it is undeveloped land and plays an informal recreation role, therefore some negative impacts on the environment could be expected. The site is also at risk of pollution exposure given its location adjacent to the A308.						
Possible Mitigation: Mitigation could include permeable surfaces, improved sustainable travel links and planting.							

SC1/019: Sunbury Social Services Centre 108 Vicarage Road							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	+	0	+	+	+	+	The site would contribute to meeting housing need.
2. Health	+	0	+	+	+	0	Well-located site within urban area, close to local services. Possible ground floor community uses/ This is likely to encourage healthy lifestyles. Limited opportunity for outdoor space within the site itself however Groveley Road Recreation Ground is a 10 minute walk.

3. Flood risk	0	0	0	0	0	0	The site is not within flood risk areas. Site is fully laid-to hardstanding and therefore there is potential to replace with permeable surfaces.
4. Land and Soil	+	0	+	+	+	+	The site is occupied by PDL therefore would avoid developing greenfield land. The site is not in agricultural use. The site is in an urban location so could achieve high density.
5. Pollution	0	0	0	0	0	-	No specific noise or air quality impacts identified as car movements already present. Increased car movements could add to congestion at Sunbury Cross Roundabout but this is a sustainable site in close proximity to public transport. All of Spelthorne is an AQMA therefore development is likely to worsen impacts more widely.
6. Biodiversity	0	0	0	0	0	0	No biodiversity role.
7. Heritage	0	0	0	0	0	0	No positive or negative impacts identified on the historic environment.
8. Open space and landscape.	0	0	0	0	0	0	No positive or negative impacts identified on the Borough's landscape character or open space. The site is already developed and located within the urban area.
9. Transport	+	0	+	+	+	0	Overall impacts are positive given the site's sustainable urban location and link to services in Sunbury Cross. Cumulatively, the level of development proposed through the Local Plan could lead to more sustainable travel links but could also increase congestion and vehicular movements.
10. Economic Dev.	+	0	+	0	0	0	Temporary employment and economic benefits from housing construction
11. Climate Change	0	0	0	0	0	0	Potential increase in emissions but opportunity to retrofit against the future impact of climate change. Opportunity to promote energy efficiency and renewable/low carbon technologies.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
+	Summary:						

	The site is in a sustainable urban location with good links to the local services in Sunbury, in turn bringing about positive impacts on housing, transport and land use. The site is urban PDL therefore limited negative impacts are expected on the environment.
Possible Mitigation: Mitigation could include permeable surfaces, improved sustainable travel links and planting.	

SC1/021: Spelthorne Grove							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	++	0	++	++	++	++	There is scope for a notable amount of housing to be provided on the site.
2. Health	0	0	0	0	0	0	Well-located site within urban area, close to local services. This is likely to encourage healthy lifestyles. Open space/recreation space forms part of the site. This would need to be re-provided within the site if developed or loss would have a negative impact. Significant noise and air pollution issues due to close proximity to Staines Road West (A308) and the turning for Tesco which is often extremely busy.
3. Flood risk	-	0	-	-	-	0	The site is mostly within flood zone 2 and there is also a risk of groundwater and surface water flooding. The western part of the site is currently grassed and replacement of this with hardstanding would increase risk of surface water flooding. Introduction of a more vulnerable use to an area at risk of flooding. Permeable surfaces could help to mitigate this.
4. Land and Soil	+	0	+	+	+	+	Redevelopment of the site to accommodate additional development would help to make an efficient use of land. There is also an opportunity for remediation and would result in the use of brownfield over greenfield land, although the open space area is included within the proposals and would need to be re-provided if taken forward.
5. Pollution	-	0	-	-	-	-	All of Spelthorne is an AQMA. The proposed developments would result in more people moving around and associated noise impacts. The site is already subject to a significant amount of noise and air pollution due to the proximity to the A308. There is potential for this to be mitigated to an extent through construction however it is unlikely to be fully mitigated due to the number of vehicle movements

6. Biodiversity	0	0	0	0	0	0	No positive or negative impacts identified on biodiversity.
7. Heritage	0	0	0	0	0	0	No impacts on heritage assets identified.
8. Open space and landscape.	-	0	-	-	-	-	Part of the site is occupied by a recreation/open space area and impacts would be negative if lost. Various schemes have been identified and if this area is retained or re-provided in the wider site the impacts would be neutral.
9. Transport	+	0	+	+	+	+	The site is located within close proximity to local services in Sunbury Cross and nearby bus routes, plus walking distance to train station.
10. Economic Dev.	+	0	+	0	0	0	Temporary employment and economic benefits from housing construction
11. Climate Change	0	0	0	0	0	0	Potential increase in emissions but opportunity to retrofit against the future impact of climate change. Opportunity to promote energy efficiency and renewable/low carbon technologies.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
+	Summary: The site is in a sustainable urban location with good links to the local services, in turn bringing about positive impacts on health, housing, transport and land use. The site is urban PDL therefore limited negative impacts are expected on the environment, although exposure to pollution could rise and flood risk mitigation is required.						
Possible Mitigation: Mitigation could include flood risk mitigation, permeable surfaces, improved sustainable travel links and planting.							

SE1/003: 77 Staines Road East							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	+	0	+	+	+	+	The site would contribute to meeting housing need.
2. Health	+	0	+	+	+	0	Well-located site within urban area, close to local services. This is likely to encourage healthy lifestyles. Lack of open space nearby site. Impact on local health facilities is likely to increase and site too small to provide community facilities.
3. Flood risk	0	0	0	0	0	0	The site is not within flood risk areas. Site is fully laid-to hardstanding and therefore there is

							potential to replace with permeable surfaces.
4. Land and Soil	+	0	+	+	+	+	The site is occupied by PDL therefore would avoid developing greenfield land. The site is not in agricultural use. The site is potentially contaminated due to former use on site, therefore development may enable remediation. The site is in an urban location so could achieve high density.
5. Pollution	-	0	-	-	-	-	All of Spelthorne is an AQMA therefore development could exacerbate wider impacts in Spelthorne. Noise and air quality impact from A308 and Sunbury Cross roundabout, railway line and M3, although this is further north, may require mitigation as it would affect the quality of life for future residents. Car movements could increase but this is a sustainable site in close proximity to public transport.
6. Biodiversity	0	0	0	0	0	0	No biodiversity role.
7. Heritage	0	0	0	0	0	0	No positive or negative impacts identified on the historic environment.
8. Open space and landscape.	0	0	0	0	0	0	No positive or negative impacts identified on the Borough's landscape character or open space. The site is already developed and located within the urban area.
9. Transport	+	0	0	0	+	0	The site is located within close proximity to local services in Sunbury Cross, plus walking distance to train station. A bus stop is however just beyond the ideal walking distance (450m). The site is also close to the Sunbury Cross roundabout which could experience an increase in congestion, although the site already generates vehicle use.
10. Economic Dev.	-	0	0	-	-	0	Short-term employment and economic benefits from housing construction. Redevelopment would however result in the loss of employment associated with the current use if an alternative site can not be identified.
11. Climate Change	0	0	0	0	0	0	Potential increase in emissions but opportunity to retrofit against the future impact of climate change. Opportunity to promote energy efficiency and renewable/low carbon technologies.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and

							likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
+	Summary: Redevelopment would contribute to meeting housing needs in a reasonably sustainable location. The site is previously developed so would result in an efficient use of land with the potential for higher densities. The site has limited access to open space therefore active travel links could be improved. The site is close to Sunbury Cross roundabout, which whilst has links to local services, increases exposure to pollution. The loss of the existing commercial use is likely to bring about negative impacts in the long term once available, unless an alternative location can be identified.						
Possible Mitigation: Mitigation could include permeable surfaces, improved sustainable travel links and planting.							

SE1/005: Benwell House Green Street							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	+	0	+	+	+	+	The site would contribute to meeting housing need.
2. Health	+	0	+	+	+	0	Well-located site within urban area, close to local services. This is likely to encourage healthy lifestyles. Lack of open space nearby site. Impact on local health facilities is likely to increase and site too small to provide community facilities.
3. Flood risk	0	0	0	0	0	0	The site is not within flood risk areas. Site is fully laid-to hardstanding and therefore there is potential to replace with permeable surfaces.
4. Land and Soil	+	0	+	+	+	+	The site is occupied by PDL therefore would avoid developing greenfield land. The site is not in agricultural use. The site is potentially contaminated due to former use on site, therefore development may enable remediation. The site is in an urban location so could achieve high density.
5. Pollution	-	0	-	-	-	-	All of Spelthorne is an AQMA therefore development could exacerbate wider impacts in Spelthorne. Noise and air quality impact from A308 and Sunbury Cross roundabout, although this is further north, may require mitigation as it would affect the quality of life for future residents. Car movements could increase but this is a sustainable site in close proximity to public transport.
6. Biodiversity	0	0	0	0	0	0	No biodiversity role.

7. Heritage	0	0	0	0	0	0	No positive or negative impacts identified on the historic environment.
8. Open space and landscape.	0	0	0	0	0	0	No positive or negative impacts identified on the Borough's landscape character or open space. The site is already developed and located within the urban area.
9. Transport	+	0	+	+	+	0	The site is located within close proximity to local services in Sunbury Cross, plus walking distance to train station. A bus stop is within walking distance. The site is also close to the Sunbury Cross roundabout which could experience an increase in congestion.
10. Economic Dev.	+	0	+	0	0	0	Temporary employment and economic benefits from housing construction
11. Climate Change	0	0	0	0	0	0	Potential increase in emissions but opportunity to retrofit against the future impact of climate change. Opportunity to promote energy efficiency and renewable/low carbon technologies.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
+	Summary: Redevelopment would contribute to meeting housing needs in a reasonably sustainable location. The site is previously developed so would result in an efficient use of land with the potential for higher densities. The site has limited access to open space therefore active travel links could be improved. The site is close to Sunbury Cross roundabout, which whilst has links to local services, increases exposure to pollution.						
Possible Mitigation: Mitigation could include permeable surfaces, improved sustainable travel links and planting.							

SE1/008: Telephone Exchange Green Street							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	+	0	+	+	+	+	The site would contribute to meeting housing need.
2. Health	0	0	0	0	0	0	Well-located site within the urban area, close to local services. This is likely to encourage healthy lifestyles. Cedars Recreation Ground is adjacent to the site providing good quality open space. Impact on local health facilities is likely to increase, however this will be limited by the size of the site,

							and site too small to provide community facilities.
3. Flood risk	0	0	0	0	0	0	The site is not within flood risk areas. Site is fully laid-to hardstanding and therefore there is potential to replace with permeable surfaces.
4. Land and Soil	+	0	+	+	+	+	The site is occupied by previously developed land therefore would avoid developing greenfield land. The site is not in agricultural use. The site is potentially contaminated due to former use on site, therefore development may enable remediation. The site is in an urban location so could achieve higher density.
5. Pollution	0	0	0	0	0	-	The site is located within close proximity to local services with a bus stop adjacent to site. Potential increase in car movements but no significant change as existing use generates some vehicle movements. All of Spelthorne is an AQMA therefore development is likely to worsen impacts more widely.
6. Biodiversity	0	0	0	0	0	0	No biodiversity role.
7. Heritage	0	0	0	0	0	0	No positive or negative impacts identified on the historic environment.
8. Open space and landscape.	0	0	0	0	0	0	No positive or negative impacts identified on the Borough's landscape character or open space. The site is already developed and located within the urban area.
9. Transport	+	0	0	0	+	0	The site is located within close proximity to local services in Sunbury, with Sunbury Rail station 800m north. A bus stop is adjacent to the site promoting sustainable modes of travel. Positive impacts over time as the site is developed.
10. Economic Dev.	-	0	0	0	-	0	Temporary employment and economic benefits from housing construction. Redevelopment would however result in the loss of employment associated with the current use if an alternative site could not be identified.
11. Climate Change	0	0	0	0	0	0	Potential increase in emissions but opportunity to retrofit against the future impact of climate change. Opportunity to promote energy efficiency and renewable/low carbon technologies.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and

							implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
+	Summary: The site is in a sustainable urban location with good links to the local services in Sunbury, in turn bringing about positive impacts on housing, transport and land use. The site is urban PDL therefore limited negative impacts are expected on the environment.						
Possible Mitigation: Mitigation could include land remediation, permeable surfaces, improved sustainable travel links and planting.							

SE1/014: Land to SE of Hanworth Road Hanworth Road							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	+	0	+	+	+	+	There is scope for housing to be provided on the site and promoters have also stated it may be suitable for other residential uses (traveller site, student accommodation, accommodation for older people, self build).
2. Health	-	0	-	-	-	0	Good access to bus stop, Kempton Park train station and Hanworth Road employment area but access to other schools and shops is more limited, providing fewer opportunities for walking. Noise and air pollution issues due to close proximity to Hanworth Road (A316).
3. Flood risk	-	0	-	-	-	-	Although the site is not in a flood risk area it is undeveloped greenfield land. The scheme should implement SuDS but unlikely to fully mitigate compared to undeveloped land.
4. Land and Soil	-	0	-	-	-	-	The site is greenfield with no existing development. There are no recorded contamination uses. Development could impact negatively on soil quality and quantity.
5. Pollution	-	0	-	-	-	-	All of Spelthorne is an AQMA therefore development could exacerbate wider impacts in Spelthorne. The site is subject to some noise and air pollution due to the proximity to the A316. It is unlikely to be fully mitigated due to the number of vehicle movements.
6. Biodiversity	-	0	-	-	-	0	The site may perform a local biodiversity role as it is undeveloped greenfield but does not have any formal designations.

7. Heritage	0	0	0	0	0	0	No positive or negative impacts identified on the historic environment.
8. Open space and landscape.	-	0	-	-	-	-	Loss of considerable area of open green space. Site is currently well screened from the road but does contribute to the gap between Spelthorne and Hounslow and holds some landscape value.
9. Transport	0	0	0	0	0	0	The site is located within close proximity to local services in Sunbury Cross and nearby bus routes, plus walking distance to train station. Development would result in an increase in vehicle movements and contribute to congestion compared to the existing undeveloped site.
10. Economic Dev.	+	0	+	0	0	0	Temporary employment and economic benefits from housing construction
11. Climate Change	0	0	0	0	0	0	Current use has little/no impact on resources, emissions or carbon use but the proposed use provides an opportunity to incorporate renewable or low carbon energy sources and promote sustainable development to tackle climate change.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
0/-	Summary: Development would provide a reasonable amount of housing and temporary employment from construction, however the site is undeveloped greenfield land. The site is within Sunbury with fairly good access to local services, although development would increase pollution and car use and in turn pollution is likely to rise. The introduction of built form is likely to alter the local character of compared to the current open greenfield land.						
Possible Mitigation: Mitigation could include improved sustainable transport links and sensitive design with adequate boundary treatment to protect the wider Green Belt. Sustainable construction and management of properties could reduce emissions and pollution.							

SE1/015: Kempton Park Racecourse Staines Road East							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	++	+	+	++	++	++	The site presents the opportunity to deliver a significant quantity of homes (approximately 2,500). The development has the potential to increase affordable housing provision and provide a mix. The site could provide benefits for the

							wider area, beyond Spelthorne given the number of units proposed. Over time the phasing of development is likely to result in increasingly positive impacts.
2. Health	+	0	0	+	+	0	Development of the site would have several positive impacts on health and well-being, namely through the proposed new country park which will open up privately owned, currently inaccessible land to the public for recreation use. Enhancement of the existing landscape and increased planting will positively impact well-being for new residents, however loss of the view for existing nearby residents could result in negative impacts on wellbeing. Development will also provide the opportunity to upgrade sustainable travel options. Given the large scale of development, new health care, education, community, and open spaces facilities will be provided to meet the needs of the growing population. Increase in pressure on access to existing facilities as a result of new development at the site will need to be mitigated. Increased noise, light and air pollution during construction have the potential to cause short term negative effects on human health for nearby residents. In addition, the location of the site, approximately 750m from Sunbury Cross Roundabout, means an increase in car use as a result of the scheme would increase noise, light and air pollution in this area. Suitable mitigation measures are therefore expected.
3. Flood risk	-	0	-	-	-	-	The site is partly within flood zone 2 and indicative plans show that part of this area will be developed. As such, development will increase the number of properties at risk of flooding. The majority of the site is currently open and grassed therefore development would result in the loss of permeable surfaces. Replacement of this with hardstanding would increase risk of surface water flooding. Would need to include permeable surfaces and SUDs but unlikely to fully mitigate compared to undeveloped land. There is potential to replace the

							existing hardstanding in the west with permeable surfaces as well.
4. Land and Soil	-	0	-	-	-	-	The site was subject to previous mineral extraction and subsequent landfilling therefore site investigation of potential contamination and remediation anticipated to make the site suitable for use. The historic mineral working falls outside the NPPF definition of PDL. Redevelopment of the site would result in the use of previously developed land, however this is only a portion of the site. The site is approximately 62 hectares and would result in the permanent loss of a substantial area of open greenfield. This would not avoid the development of greenfield land over the redevelopment of PDL. Given the scale of the site, there is likely to be opportunity for higher density development through the use of a master plan, with the potential to tap into sustainable transport locations near Kempton Park Railway Station. The site is not in agricultural use so would avoid the best and most versatile land.
5. Pollution	-	-	-	-	-	-	All of Spelthorne is an AQMA. The overall rise in population is expected to negatively impact air and noise pollution however it is acknowledged that there is some uncertainty. Development of the site would result in a significant increase in private vehicle use and the large scale concentration of development will exacerbate pollution, particularly around Sunbury Cross which has high concentrations of vehicle pollution. However, the scale and scope of a new garden village can enable sustainable transport to be implemented from an early stage with the potential for car clubs and opportunities for local services to be integrated within the development to reduce the need to travel. The site is also in close proximity to Kempton Park Railway Station which would facilitate more sustainable modes of travel.
6. Biodiversity	0	0	0	0	0	0	Development would result in the loss of a large area of open Green Belt. This is likely to result in the

							loss of habitats as well as potential to damage retained habitats through construction or operational activities. The proposed country park would offer the opportunity for enhancements, however the anticipated significant level of pressure from new residents from recreation use could negatively impact biodiversity and the designated conservation sites. The proposed development avoids developing the designated environmental sites which are outside the site boundary but within the same ownership. There are opportunities to enhance the adjacent SSSI/SPA/Ramsar and SNCIs. There is also potential to improve the overall biodiversity role of the site with the planned country park. The landscape strategy should seek to create new areas of habitat and enhance the existing.
7. Heritage	0	0	0	0	-	-	Part of the site is an area of high archaeological potential therefore further investigation is required to determine the level of impact. There are two locally listed buildings in close proximity of the site with the potential to impact their setting. Lower Sunbury Conservation Area is approximately 500m south of the site but due to the flat topography, views of the site are limited. As such, the impact on the conservation area is considered to be limited. There is however the potential to alter the townscape and character of the local area given the anticipated scale of development. The design the largely unknown at this stage however given the size of the site, impacts would be significant on the townscape and character of the area. Over time as development increases, impacts are likely to increase in scale. A high quality scheme that is well-screen would help to offset the impacts.
8. Open space and landscape.	--	-	--	--	--	--	Development of Kempton Park would result in a substantial amount of land take and significant alteration of the landscape character. The site heavily contributes to the gap between London and Surrey given its large scale and development would decrease the actual and perceived

							sense of openness, with a drastically more urbanised character anticipated as a result of the 2,500 new homes proposed. This would offer limited opportunity to enhance the overall landscape character, with high density development expected across parts of the site. The proposed country park would help to preserve some of the site's openness and character in the east, however the increased recreation use may lead to it becoming more managed. The site is also identified as a significant greenspace with the urban area in the Surrey Landscape Character Assessment. The site was considered to provide visual relief from surrounding built up areas. Although not readily accessible physically to the residents of the surrounding urban area, long open views across the site are available from the southern frontage along Staines Road East. As such, development would significantly alter this and negatively impact the landscape character area.
9. Transport	-	-	-	-	--	-	Development of the site would result in a significant increase in population and private vehicle use for the local area and into neighbouring authorities. This is likely to result in negative impacts on congestion in the local area, particularly around Sunbury Cross roundabout and towards Hampton Court, worsening over time. The increased travel in this area may have negative impacts for the safety of pedestrians and cyclists if not properly managed. Strategic and local highway improvements would therefore be required alongside any development. The site is however in a reasonably sustainable location at the periphery of the urban area. A site of this scale would be expected to provide its own services to reduce the need to travel, and improve local transport links to facilitate sustainable modes of travel. The site is also adjacent to Kempton Park Railway station so could encourage the use of public transport, provided that services are regularised.

10. Economic Dev.	0	0	0	0	0	0	The site has the potential to accommodate mixed use development and would provide small scale employment opportunities as a result of the ancillary services required on site. In addition, the large scale construction would provide a boost to the housebuilding industry and would offer opportunities to associated training/ apprenticeships. Development of the site would also preserve existing employment areas, with space for an outdoor market proposed in the preliminary plans for the site. There are still unknowns associated with the employment impacts that would result from development. The development of the site would however result in the loss of the racecourse which is a significant component of the local leisure economy. This is likely to also have secondary impacts on local business and trade that taps into trade associated with the horseracing. The antiques market would also be lost from the site if an alternative location could not be identified.
11. Climate Change	-	0	-	-	-	-	The impacts on resources are unclear at this stage as it is unknown how a scheme of this size will be implemented and what measures will be taken to reduce emissions, however given the scale of the proposals resource use is expected to significantly increase Development is likely to have negative impacts on greenhouse gas emissions in the short to medium term through construction activities and increased traffic. With mixed use development proposed, there is potential for an on-site decentralised energy system given its large scale. This could result in central CHP plant, biomass energy production or ground source heat pumps. There are also opportunities for other energy efficiency measures and renewable energy to be incorporated. The viability of these options will need to be further considered during the detailed design stage. Overall there is expected to be an

							increased use in resources as a result of the scale of development proposed and the significant increase in population.
12. Water	-	-	-	-	-	-	Development will substantially increase the amount of water used, however there will be opportunities to promote the efficient use of water and greywater recycling however this level of detail is not yet known. The site is within an area of high groundwater aquifer vulnerability.
-	Summary: The proposal will provide a substantial number of homes but is a strategically important area of Green Belt. The SA performance of the site was mixed. Positive impacts are expected against housing and health objectives due to the high level of development proposed and the opportunity to meet a range of local needs. The ancillary community services will also positively impact health and well-being. However, the substantial amount of land take associated with the scheme means that negative impacts are expected on landscape and land objectives. In addition, development would result in the loss of open permeable greenfield land, although it is anticipated that flood risk can be overcome. The 2,500 homes proposed are expected to substantially increase movements in and out of the site. Whilst a scheme of this scale has the potential to integrate sustainable modes of travel in its design, there will be a large increase in private car use with negative impacts are expected on congestion in areas that are already constrained. This has the potential to exacerbate noise and air pollution too. The proposed country park has the potential to enhance local biodiversity and increase the quality of existing habitats, with opportunities to also create new ones. The proposed amount of development could potentially disrupt existing habitats however and the increase in recreation use and pressure on the land could also disrupt local biodiversity. The loss of the racecourse and antiques market could have negative implications for the local economy if an alternative location is not identified, although the supporting commercial uses would generate some activity. Generally the negative impacts are considered to outweigh the positive impacts.						
Possible Mitigation: Mitigation could include sustainable construction and high quality design, as well as measures to minimise the impacts on the environment.							

SE1/015a: Kempton Park (PDL) Staines Road East							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	++	+	+	++	++	++	The site presents the opportunity to deliver a significant quantity of homes (approximately 550). The development has the potential to increase affordable housing provision and provide a mix of housing which will meet the current and future needs of the community. Development of this site would not however reduce the number of unfit homes. Impacts are likely to become more positive in the future as more homes are completed. Over time the phasing of development is likely to result in increasingly positive impacts.
2. Health	-	0	0	0	-	-	The development of the site for residential use may provide the

							opportunity for some open space it is likely to be relatively small in scale according to the initial site plan. The site is unlikely to provide the opportunity for new community facilities which in turn is likely to increase pressure on existing health infrastructure, particularly over time as more houses are provided on site. This would also result in negative impacts for the wider community. The development proposal does however indicate that new pedestrian and cycle routes across the site and connecting to the railway station will be explored. This could facilitate healthy lifestyles. The development would be unlikely to address existing deprivation.
3. Flood risk	-	0	-	-	-	-	There is potential to replace the existing hardstanding in the west with permeable surfaces. Approximately 2 hectares of the site is within flood zone 2. There is very minor surface water flood risk on site but the site is within an area whereby more than 75% is susceptible to groundwater flooding, therefore this requires further investigation. This could therefore increase the number of properties at risk from flooding. Development of the site would also result in the relocation of the existing parking area onto open land to the east which could negatively impact flood risk.
4. Land and Soil	0	0	0	0	0	0	The site was subject to previous mineral extraction and subsequent landfilling therefore site investigation of potential contamination and remediation anticipated to make the site suitable for use. The historic mineral working falls outside the NPPF definition of PDL. Redevelopment of the site would result in the use of previously developed land, which would result in the efficient use of land and avoid greenfield land. Development of the site would however result in the relocation of the parking area onto greenfield land, which would result in the loss of a substantial area of open land. Given the scale of the site, there is likely to be opportunity for higher density development, with the

							potential to tap into sustainable transport locations near Kempton Park Railway Station. The site is not in agricultural use so would avoid the best and most versatile land.
5. Pollution	-	0	-	-	-	-	All of Spelthorne is an AQMA therefore development could exacerbate wider impacts in Spelthorne. The development of 550 new dwellings would lead to additional vehicles and associated pollution. The site is also adjacent to the A316 which would increase exposure to pollution.
6. Biodiversity	-	0	-	-	-	-	The relocation of the racecourse carpark to a greenfield area, which may perform an informal biodiversity, could have negative impacts. Development of the previously developed area would have limited impacts on biodiversity.
7. Heritage	0	0	0	0	0	0	Limited impacts on the historic environment are expected. There are no formal designations on site. There are two locally listed buildings in close proximity of the site with the potential to impact their setting. Lower Sunbury Conservation Area is approximately 550m south of the site but due to the flat topography, views of the site are limited. As such, the impact on the conservation area is considered to be limited. The proposed level of development of 550 units could have significant impacts on the surrounding townscape. Any development would therefore be required to be of high quality design to help mitigate impact.
8. Open space and landscape.	-	0	-	-	-	-	This site is previously developed land however given its scale, there is potential too negatively impact the borough's landscape character. Development of this site would result in the de-designation of the Green Belt in this area which was deemed to be strongly performing. The site is largely occupied by hardstanding at present meaning the addition of residential properties would reduce the openness and significantly alter the character of the area. The relocation of the existing carpark to an area of open greenfield land would result in a change in character and use with a more urban feel.

9. Transport	-	0	0	-	-	-	The addition of 550 new units and the associated vehicular movements would increase the number of cars in the area, resulting in additional pressure on junctions and the road network, particularly over time as the level of development increases on site. Whilst the development of this site would offer the opportunity for improved pedestrian and cycle links, the volume of cars, on top of the existing racecourse car use, is considered to outweigh the benefits overall, this is however dependent on the scheme and travel plan to be implemented.
10. Economic Dev.	+	0	+	0	0	0	Development of the previously developed area of this site would result in the retention of the racecourse and antiques market. Development would also result in temporary benefits for the housebuilding economy, with input into the local economy more widely.
11. Climate Change	-	0	-	-	-	-	Development is likely to have negative impacts on greenhouse gas emissions in the short to medium term through construction activities and increased traffic. There are also opportunities for other energy efficiency measures and renewable energy to be incorporated. The viability of these options will need to be further considered during the detailed design stage. Overall there is expected to be an increased use in resources as a result of the scale of development proposed and the significant increase in population.
12. Water	-	0	-	-	-	-	Development will substantially increase the amount of water used, however there will be opportunities to promote the efficient use of water and greywater recycling however this level of detail is not yet known. The site is within an area of high groundwater aquifer vulnerability.
-/0	Summary: The proposal will provide a substantial number of homes but is part of a strategically important area of Green Belt. The SA performance of the site was mixed. Positive impacts are expected against housing and economic objectives due to the high level of development proposed and the opportunity to boost the local house building economy. The site is also previously developed in a reasonably sustainable location, meaning an efficient use of land with some high density development could be accommodated. With the relocation of the existing carparking areas to a greenfield area, this would result in the loss of open permeable greenfield land. This would also have negative impacts on the wider landscape given the scale of the racecourse. The 550 homes proposed are expected to						

	substantially increase movements in and out of the site, with the racecourse carparking to also be retained on site, cumulatively boosting car use. Whilst a scheme of this scale has the potential to integrate sustainable modes of travel in its design, there will be a large increase in private car use with negative impacts are expected on congestion in areas that are already constrained. This has the potential to exacerbate noise and air pollution too. There may be some loss of local biodiversity with the relocation of parking use to greenfield land.
Possible Mitigation: Mitigation could include sustainable construction and high quality design, as well as measures to minimise the impacts on the environment. The development could also help to fund improvements to local health care facilities to reduce pressure.	

SE1/020: Sunbury Adult Education Centre The Avenue							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	++	0	++	++	++	+	Potential housing provision on site, potentially within a mixed-use development, subject to Surrey County Council service review. The site may be suitable for older people accommodation, helping to meet a specific community need.
2. Health	+	0	+	+	+	0	Well-located site within urban area, close to local services. This is likely to encourage healthy lifestyles. The site may be able to accommodate some small-scale open space however Cedars Recreation Ground is a 15 minute walk
3. Flood risk	0	0	0	0	0	0	The site is not within flood risk areas and there is limited risk of surface water flooding. The site is however within an area whereby 75% is susceptible to groundwater flooding. Site includes an area of hardstanding and therefore there is potential to replace with permeable surfaces.
4. Land and Soil	+	0	+	+	+	+	The site is occupied by previously developed land therefore would avoid developing greenfield land. The site is in an urban location so could achieve a high density.
5. Pollution	0	0	0	0	0	0	All of Spelthorne is an AQMA therefore development could exacerbate wider impacts in Spelthorne. No specific noise or air quality impacts identified however increased car movements could add to congestion at Sunbury Cross Roundabout, however the existing use already generates movements. This is however a sustainable site in reasonably close proximity to public transport.
6. Biodiversity	0	0	0	0	0	0	No positive or negative impacts identified on biodiversity.

7. Heritage	0	0	0	0	0	0	No positive or negative impacts identified on the historic environment.
8. Open space and landscape.	0	0	0	0	0	0	No positive or negative impacts identified on the Borough's landscape character or open space. The site is already developed and located within the urban area.
9. Transport	+	0	+	+	+	0	The site is located within close proximity to local services in Sunbury and nearby bus routes, plus walking distance to Sunbury train station.
10. Economic Dev.	+	0	+	0	0	0	Temporary benefits from housing construction. Potential redevelopment would be contingent on identifying a suitable location for continued adult education uses. Review of Surrey County Council services will inform potential future uses
11. Climate Change	0	0	0	0	0	0	Potential increase in emissions but opportunity to retrofit against the future impact of climate change. Opportunity to promote energy efficiency and renewable/low carbon technologies.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
+	Summary: The site is in a sustainable urban location with good links to the local services in Sunbury, in turn bringing about positive impacts on housing, transport and land use. The site is urban PDL therefore limited negative impacts are expected on the environment.						
Possible Mitigation: Mitigation could include land remediation, permeable surfaces, improved sustainable travel links and planting.							

SE1/024: Annandale House, 1 Hanworth Road							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	++	0	++	++	++	+	Potential high density housing development on site, potentially as part of a mixed use scheme. There may be potential to include some affordable units but it is unlikely that the scheme will be able to assist in providing specialised accommodation.
2. Health	0	0	0	0	0	0	Well located site within urban area, close to local services. This is likely to encourage healthy lifestyles. There is limited access to open

							space in the area and close proximity to Sunbury Cross roundabout may negatively impact wellbeing. Development would increase pressure on health facilities.
3. Flood risk	0	0	0	0	0	0	The site is not within flood risk areas. Site is fully laid-to hardstanding and therefore there is potential to replace with permeable surfaces.
4. Land and Soil	+	0	+	+	+	+	The site is occupied by PDL therefore would avoid developing greenfield land. The site is not in agricultural use. The site is in an urban location so could achieve high density.
5. Pollution	-	0	-	-	-	-	All of Spelthorne is an AQMA therefore development could exacerbate wider impacts in Spelthorne. Noise and air quality impact from A308 and Sunbury Cross roundabout may require mitigation as it would affect the quality of life for future residents. Car movements could increase but this is a sustainable site in close proximity to public transport.
6. Biodiversity	0	0	0	0	0	0	No biodiversity role.
7. Heritage	0	0	0	0	0	0	The site has a limited heritage value.
8. Open space and landscape.	0	0	0	0	0	0	No open space or recreation value on site.
9. Transport	+	0	+	+	+	+	Overall impacts are positive given the site's sustainable urban location and link to services in Sunbury Cross. Cumulatively, the level of development proposed through the Local Plan could lead to more sustainable travel links but could also increase congestion and vehicular movements.
10. Economic Dev.	0	0	+	0	0	0	Temporary employment and economic benefits from housing or comprehensive development construction. Redevelopment would have to retain employment use given its designation within an employment area. Could be mixed use of larger employment scheme.
11. Climate Change	0	0	0	0	0	0	The current use is likely to have an impact on resources, emissions or carbon use and redevelopment would likely increase resource use. Impacts could potentially be mitigated through sustainable construction. The site could potentially incorporate renewable and low carbon energy.

12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
+	Summary: The site is in a sustainable urban location with good links to the local services in Sunbury, in turn bringing about positive impacts on housing, transport and land use. The site is urban PDL therefore limited negative impacts are expected on the environment. Given the close proximity to Sunbury Cross roundabout, pollution impacts should be mitigated. The retention of some commercial use on site would help to minimise impacts on the economy.						
Possible Mitigation: Mitigation could include land remediation, permeable surfaces, improved sustainable travel links and planting.							

SE1/025: Elmbrook House							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	+	0	+	+	+	+	Potential housing provision on site to meet community needs. The site is in a sustainable location and is likely to be able to accommodate high density development given the wider character.
2. Health	0	0	0	0	0	0	Well-located site within urban area, close to local services. This is likely to encourage healthy lifestyles. There is limited access to open space in the area and close proximity to Sunbury Cross roundabout may negatively impact wellbeing. Development would increase pressure on health facilities.
3. Flood risk	0	0	0	0	0	0	The site is not within flood risk areas and already developed. There is limited risk of surface water flooding. Site includes an area of hardstanding and therefore there is potential to replace with permeable surfaces and provide SuDS.
4. Land and Soil	+	0	+	+	+	+	The site is occupied by previously developed land therefore would avoid developing greenfield land. The site is in an urban location so could achieve a high density.
5. Pollution	-	0	-	-	-	-	All of Spelthorne is an AQMA. The proposed developments would result in more people moving around and associated noise impacts. The site is located in close proximity to Sunbury Cross roundabout with the M3 and rail line also nearby. This is likely to increase the number of residents exposed to noise and air pollution.

							Redevelopment of the site could also increase local congestion at a significant transport node, although access to public transport is good.
6. Biodiversity	0	0	0	0	0	0	No positive or negative impacts identified on biodiversity.
7. Heritage	0	0	0	0	0	0	No impacts on heritage assets identified.
8. Open space and landscape.	0	0	0	0	0	0	No positive or negative impacts identified on the Borough's landscape character or open space. The site is already developed and located within the urban area.
9. Transport	+	0	+	+	+	+	The site is located within close proximity to local services in Sunbury Cross and nearby bus routes, plus walking distance to train station.
10. Economic Dev.	-	0	0	0	-	0	Short-term employment and economic benefits from housing or comprehensive development construction. Redevelopment would have to retain employment use given its designation within an employment area, or impacts could be negative.
11. Climate Change	0	0	0	0	0	0	The current use would already have an impact on resources, emissions and carbon use. Redevelopment may increase resource use but the site could potentially incorporate renewable and low carbon energy given the proposed scale of the scheme.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
+	Summary: The site is in a sustainable urban location with good links to the local services, in turn bringing about positive impacts on health, housing, transport and land use. The site is urban PDL therefore limited negative impacts are expected on the environment, although exposure to pollution could rise with additional exposure given the close proximity to Sunbury Cross Roundabout.						
Possible Mitigation: Mitigation could include permeable surfaces, improved sustainable travel links and planting.							

SH1/005: Staines Road Farm (Eastern Site) Laleham Road							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	++	0	+	++	++	++	Significant contribution to meeting housing need with about 350 units proposed. Promoters have indicated scheme will include

							including extra care housing and supporting ancillary uses.
2. Health	-	0	0	0	-	-	Site is in a reasonably sustainable location close to some local services in Shepperton. Good access to bus routes which could reduce reliance on the car, although scale of development would increase pressure. No loss of recreation facilities. Loss of green open space which could have impacts on well-being, however may be able to provide small-scale open space. Unlikely to address existing deprivation. The quantum proposed is likely to put pressure on existing healthcare facilities overtime.
3. Flood risk	-	0	-	-	-	-	Site within flood zones 2 and 3a. Would need a flood risk assessment and to demonstrate a dry means of escape along Laleham Road. Majority of site at risk of less than 25% chance of ground water flooding, however the northern part of the site has approximately a 50% chance. 0.1% and 1% chance of surface water flood risk on part of site. Potential loss of permeable land with the introduction of hardstanding. Would need to include permeable surfaces and SuDS to mitigate.
4. Land and Soil	-	0	-	-	-	-	Development of site would not avoid development of greenfield over brownfield land. Further investigation into the agricultural land value required.
5. Pollution	-	0	-	-	-	-	All of Spelthorne is an AQMA. Scale of development is likely to increase pollution due to rise in car use and emissions. The site is also adjacent to the M3 so would increase exposure to noise and air pollution. Potential to improve links to sustainable travel options to reduce impacts.
6. Biodiversity	-	0	-	-	-	-	Whilst the site does not hold any formal designations, development would result in the loss of open green fields/infrastructure. The site is within the Thames Valley BOA.
7. Heritage	0	0	0	0	0	0	No negative or positive impacts identified on historic environment.
8. Open space and landscape.	-	0	-	-	-	-	Loss of open space that contributes to the character of the landscape (River Floodplain).

9. Transport	-	0	-	-	-	-	Reasonably sustainable site in proximity to local services and public transport. The scale of the development would however likely increase vehicle movements significantly and congestion, resulting in negative impacts. Mitigation could include improved access to sustainable travel links.
10. Economic Dev.	+	0	+	0	0	0	Temporary construction employment which in turn could contribute to economic growth. Limited impacts in the long term.
11. Climate Change	0	0	0	0	0	0	Current use has little/no impact on resources, emissions or carbon use but the proposed use provides an opportunity to incorporate renewable or low carbon energy sources and promote sustainable development to tackle climate change.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
-	Summary: The site provides the opportunity for a significant number of units and has potential for affordable housing and accommodation for specialist needs, including sheltered housing for the elderly or traveller accommodation,. It is Green Belt site but not used for recreation or other public uses, and is identified as weakly performing with a less important role to the wider Green Belt. It is undeveloped greenfield and would result in negative environmental impacts. The site is also in a reasonably sustainable location but within flood zone 2 and 3a .						
Possible Mitigation: Mitigation could include flood risk mitigation, sustainable construction and renewable energy, as well as sensitive design and multiple access points to encourage active and sustainable travel.							

	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	++	0	++	++	++	+	Potential housing provision on site, potentially within a mixed-use development, subject to Surrey County Council service review. The site may be suitable for helping to meet a specific community need.
2. Health	+	0	+	+	+	0	Well-located site within urban area, close to local services. This is likely to encourage healthy lifestyles. There may be limited opportunity for outdoor space within the site itself but Manor Park is a 6 minute walk away.
3. Flood risk	0	0	0	0	0	0	The site is not within flood risk areas but there is a small risk of surface and groundwater flooding.

							Site includes large areas of hardstanding and therefore there is potential to replace with permeable surfaces.
4. Land and Soil	+	0	+	+	+	+	The site is occupied by previously developed land therefore would avoid developing greenfield land. The site is in an urban location so could achieve a high density.
5. Pollution	0	0	0	0	0	-	All of Spelthorne is an AQMA therefore development could exacerbate wider impacts in Spelthorne. No specific noise or air quality impacts identified however increased car movements could add to congestion at Sunbury Cross Roundabout, however the existing use already generates movements. This is however a sustainable site in reasonably close proximity to public transport.
6. Biodiversity	0	0	0	0	0	0	No positive or negative impacts identified on biodiversity.
7. Heritage	0	0	0	0	0	0	No positive or negative impacts identified on the historic environment.
8. Open space and landscape.	0	0	0	0	0	0	No positive or negative impacts identified on the Borough's landscape character or open space. The site is already developed and located within the urban area.
9. Transport	+	0	+	+	+	+	The site is located within close proximity to local services in Shepperton and nearby bus routes, plus walking distance to train station.
10. Economic Dev.	+	0	+	0	0	0	Temporary benefits from housing construction. Potential redevelopment would be contingent on identifying a suitable location for the library. Review of Surrey County Council services will inform potential future uses
11. Climate Change	0	0	0	0	0	0	The current use is likely to have an impact on resources, emissions or carbon use and redevelopment would likely increase resource use. Impacts could potentially be mitigated through sustainable construction. The site could potentially incorporate renewable and low carbon energy.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.

+	Summary: The site is in a sustainable urban location with good links to the local services in Shepperton, in turn bringing about positive impacts on housing, transport and land use. The site is urban PDL therefore limited negative impacts are expected on the environment.
Possible Mitigation: Mitigation could include land remediation, permeable surfaces, improved sustainable travel links and planting.	

SH1/015: Shepperton Youth Centre Laleham Road							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	++	0	++	++	++	+	Potential housing provision on site, potentially within a mixed-use development, subject to Surrey County Council service review. The site may be suitable for helping to meet a specific community need.
2. Health	+	0	+	+	+	0	Well-located site within urban area, close to local services. This is likely to encourage healthy lifestyles. Opportunities to enhance the existing youth centre facilities, which are important to the wellbeing of young people in the local community.
3. Flood risk	0	0	0	0	0	0	The site is within flood zone 2 but there is a small risk of surface and groundwater flooding. Site includes large areas of hardstanding and therefore there is potential to replace with permeable surfaces.
4. Land and Soil	+	0	+	+	+	+	The site is occupied by previously developed land therefore would avoid developing greenfield land. Part of the site to the north is Grade 3 agricultural land but this has since been developed as a skate park. The site is in an urban location so could achieve a moderately high density.
5. Pollution	0	0	0	0	0	-	All of Spelthorne is an AQMA therefore development could exacerbate wider impacts in Spelthorne. Noise and air quality impact from M3 would need to be mitigated as it could affect the quality of life for future residents. Car movements could increase but the existing use already generates movements. This is however a sustainable site in reasonably close proximity to public transport.
6. Biodiversity	0	0	0	0	0	0	No positive or negative impacts identified on biodiversity.
7. Heritage	0	0	0	0	0	0	No positive or negative impacts identified on the historic environment.

8. Open space and landscape.	0	0	0	0	0	0	No positive or negative impacts identified on the Borough's landscape character or open space. The site is already developed and located within the urban area.
9. Transport	+	0	+	+	+	+	The site is located within close proximity to local services in Shepperton and nearby bus routes, plus walking distance to train station.
10. Economic Dev.	+	0	+	0	0	0	Temporary benefits from housing construction. Potential redevelopment would be contingent on identifying a suitable location for the Youth Centre. Review of Surrey County Council services will inform potential future uses
11. Climate Change	0	0	0	0	0	0	The current use is likely to have an impact on resources, emissions or carbon use and redevelopment would likely increase resource use. Impacts could potentially be mitigated through sustainable construction. The site could potentially incorporate renewable and low carbon energy.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
+	Summary: The site is in a sustainable urban location close to transport facilities in Shepperton, in turn bringing about positive impacts on housing, transport and land use. The site could accommodate mixed use by combining residential with the existing community building within a new development that still caters for its users. The site is urban PDL therefore limited negative impacts are expected on the environment.						
Possible Mitigation: Mitigation could include land remediation, permeable surfaces, improved sustainable travel links and planting.							

SH1/016: Land North of Renfree Way Renfree Way							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	+	0	+	+	+	+	The site would contribute to meeting housing need.
2. Health	0	0	0	0	0	0	The site is in close proximity to the Shepperton urban area. The site is not of sufficient size to be able to support on site community facilities and will not improve access to facilities or green//blue infrastructure, although rights of way and Funky Footprints Nature Reserve run to the north whereby access could be improved.

							There are opportunities for the scheme to incorporate measures to contribute to a secure built environment. There are a number of local services within walking distance that could encourage healthy lifestyles.
3. Flood risk	-	0	-	--	--	--	The site is undeveloped greenfield land with permeable surfaces at present. Development of the site would result in the loss of such land and would increase the number of people at flood risk as a approximately half of the site is within the functional floodplain. The remainder of the site is within zones 3a or 2 and as such development would be limited, particularly as Renfree Way is in flood zone 2 meaning a safe access and egress may not be possible.
4. Land and Soil	-	0	-	-	-	-	The site is not agricultural land and will not improve soil quality. The site is located in the Green Belt. The site is unlikely to be able to accommodate development of a notably high density. Further investigation is required to determine if the site could be contaminated. The site is greenfield land and is therefore unlikely to result in an efficient use of land.
5. Pollution	-	0	-	-	--	--	All of Spelthorne is an AQMA. Scale of development is likely to increase pollution due to rise in car use and emissions. The M3 runs to the north of the site therefore exposure to pollution in this location is likely to increase. As development of the site would also bring about additional vehicle use and generate noise improvement links to sustainable travel options are required to reduce impacts.
6. Biodiversity	-	0	-	-	-	-	The site is open greenfield land and likely to perform a local biodiversity role. The site is also adjacent to Funky Footprints Nature Reserve and development would likely put additional pressure on it.
7. Heritage	0	0	0	0	0	0	Limited impacts on the historic environment identified. Lower Halliford Conservation Area is approx.. 550 meters east but impacts are considered to be limited.
8. Open space and landscape.	-	0	-	-	-	-	Loss of open greenfield land. The site is well connected to the wider landscape in the south and west

							and its development would alter the character.
9. Transport	0	0	0	0	0	0	Reasonably sustainable location in close proximity to the Shepperton urban and to Shepperton High Street. Development would however result in additional vehicle use comapred to the existing undeveloped nature of the site which could exacerbate congestion. Redevelopment could offer more sustainable travel options and impacts should be mitigated through improved connectivity to sustainable transport links.
10. Economic Dev.	+	0	+	0	0	0	Temporary construction employment which in turn could contribute to economic growth. Limited impacts in the long term.
11. Climate Change	0	0	0	0	0	0	Current use has little/no impact on resources, emissions or carbon use but the proposed use provides an opportunity to incorporate renewable or low carbon energy sources and promote sustainable development to tackle climate change.
12. Water	-	0	-	-	-	0	The existing car wash use already has a high level of water consumption therefore redevelopment to residential is likely to result in neutral impacts. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
+/0	Summary: The site is strongly performing Green Belt, in a reasonably sustainable location at the edge of the Shepperton urban area. The site is however at risk of flooding with part of the site within flood zone 3b and the possibility of no safe access and egress.						
Possible Mitigation: Mitigation could include flood risk mitigation, sustainable construction and renewable energy, as well as sensitive design and multiple access points to encourage active and sustainable travel.							

SH2/003: Shepperton Delivery Office, 47 High Street							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	++	0	++	++	++	+	Potential housing provision on site, potentially within a mixed-use development, subject to Surrey County Council service review. The site may be suitable for helping to meet a specific community need.
2. Health	+	0	+	+	+	0	Well-located site within urban area, close to local services. This is likely to encourage healthy lifestyles. There may be limited opportunity for outdoor space within the site itself

							but Manor Park is a 6 minute walk away.
3. Flood risk	0	0	0	0	0	0	The site is not within flood risk areas but there is a small risk of surface and groundwater flooding. Site includes large areas of hardstanding and therefore there is potential to replace with permeable surfaces.
4. Land and Soil	+	0	+	+	+	+	The site is occupied by previously developed land therefore would avoid developing greenfield land. The site is in an urban location so could achieve a high density.
5. Pollution	0	0	0	0	0	-	All of Spelthorne is an AQMA therefore development could exacerbate wider impacts in Spelthorne. No specific noise or air quality impacts identified identified beyond the usual expectations of a high street environment. Increased car movements could add to congestion at Shepperton High Street however the existing use already generates movements. This is however a sustainable site, in reasonably close proximity to public transport, where parking provision for new development could be limited significantly.
6. Biodiversity	0	0	0	0	0	0	No positive or negative impacts identified on biodiversity.
7. Heritage	0	0	0	0	0	0	No positive or negative impacts identified on the historic environment.
8. Open space and landscape.	0	0	0	0	0	0	No positive or negative impacts identified on the Borough's landscape character or open space. The site is already developed and located within the urban area.
9. Transport	+	0	+	+	+	+	The site is located within close proximity to local services in Shepperton and nearby bus routes, plus walking distance to train station.
10. Economic Dev.	+	0	+	0	0	0	Temporary benefits from housing construction. Potential redevelopment would be contingent on identifying a suitable location for continued Delivery Office. Review of Surrey County Council services will inform potential future uses
11. Climate Change	0	0	0	0	0	0	The current use is likely to have an impact on resources, emissions or carbon use and redevelopment would likely increase resource use. Impacts could potentially be mitigated through sustainable construction. The site could

							potentially incorporate renewable and low carbon energy.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
+	Summary: The site is in a sustainable urban location with good links to the local services in Shepperton, in turn bringing about positive impacts on housing, transport and land use. The site is urban PDL therefore limited negative impacts are expected on the environment.						
Possible Mitigation: Mitigation could include land remediation, permeable surfaces, improved sustainable travel links and planting.							

SH3/005: Walton Bridge Garage Walton Bridge Road							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	+	0	+	+	+	+	The site would contribute to meeting housing need.
2. Health	0	0	0	0	0	0	The site is within an urban area. The site is close to bus routes with a greater range of public transport options located in Shepperton and Walton on Thames which are within preferred maximum walking distances from the site as well as local services.
3. Flood risk	-	0	-	-	-	0	The site is within flood risk zone 2 but parts of the surrounding area are within flood zone 3a. There is already a large area of hardstanding on the site and the redevelopment of this with permeable surfaces and SuDs could help to alleviate flooding on-site. Development could increase those at risk.
4. Land and Soil	+	0	+	+	+	+	The site is occupied by previously developed land therefore would avoid developing greenfield land. There may be contamination from existing uses on and adjacent to the site which would require further investigation. This could be remediated.
5. Pollution	0	0	0	0	0	-	The site is close to a busy route which is heavily used during peak travel times in the morning and evening. There already exists fairly high levels of noise and air pollution as a result and the existing use already generates vehicle movements.All of Spelthorne is an AQMA therefore development is

							likely to worsen impacts more widely.
6. Biodiversity	0	0	0	0	0	0	No positive or negative impacts identified on biodiversity.
7. Heritage	0	0	0	0	0	0	No positive or negative impacts identified on the historic environment.
8. Open space and landscape.	0	0	0	0	0	0	No positive or negative impacts identified on the Borough's landscape character or open space. The site is already developed and located within the urban area.
9. Transport	0	0	0	0	0	0	The site is located close to bus routes to Staines and Walton on Thames. The roundabout does have congestion issues and additional vehicles could exacerbate this. The current use generates a number of vehicle movements which could be comparable to those generated by re-development.
10. Economic Dev.	-	0	-	-	-	0	The existing use has a number of employees in its use as a car wash. It is likely that these jobs would be lost should the use cease. There would be construction jobs from the re-development however these would be temporary.
11. Climate Change	0	0	0	0	0	0	The current use is likely to have an impact on resources, emissions or carbon use and redevelopment would likely increase resource use. Impacts could potentially be mitigated through sustainable construction. The site could potentially incorporate renewable and low carbon energy.
12. Water	-	0	-	-	-	0	The existing car wash use already has a high level of water consumption therefore redevelopment to residential is likely to result in neutral impacts. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
+	Summary: The site is in a fairly sustainable urban location with good links to the local services in Shepperton and Walton, in turn bringing about positive impacts on housing and land use. The site is urban PDL therefore limited negative impacts are expected on the environment.						
Possible Mitigation: Mitigation could include land remediation, permeable surfaces, improved sustainable travel links and planting.							

SN1/003: Land at Stanwell Farm House, Bedfont Road							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation

1. Housing	+	0	+	+	+	+	The site would contribute to meeting housing need.
2. Health	-	0	0	-	-	0	Development is not likely to improve access to community facilities or blue/green infrastructure. Unlikely to address existing deprivation. The site is in a moderately sustainable location although some links could be improved. The close proximity to Heathrow Airport could have negative impacts on health, particularly in the long term.
3. Flood risk	0	0	0	0	0	0	Not within flood zone and site is already largely covered with hardstanding so permeation is limited. Opportunity to include SuDS and permeable surfaces as part of any proposal.
4. Land and Soil	+	0	+	+	+	+	Site could be contaminated due to history of the site (would require decontamination, which could be considered a benefit). The site is previously developed so would avoid the development of greenfield land.
5. Pollution	-	0	-	-	-	-	All of Spelthorne is an AQMA. Scale of development is likely to increase pollution due to rise in car use and emissions. Site significantly affected by aircraft noise from Heathrow Airport, which would be of particular concern for residential property. Likely to be affected by air pollution too.
6. Biodiversity	0	0	0	0	0	0	No positive or negative impacts identified on biodiversity.
7. Heritage	0	0	0	0	0	0	Grade II listed building Stanwell Farmhouse previously on site however was demolished following the granting of listed building consent in 2012. No positive or negative impacts identified on historic environment.
8. Open space and landscape.	0	0	0	0	0	0	Loss of open space and landscape character but not public. The site is within the Green Belt however performs a limited role in terms of landscape character.
9. Transport	0	0	0	0	0	0	Site located near bus routes but proposed use would increase need to travel more than existing use.
10. Economic Dev.	0	0	0	0	0	0	The site has lawful use for commercial storage and associated uses, however the site is currently occupied by unlawful airport parking. Development would create short term employment from housing construction but would result in the loss of employment

							uses on site. Employment being generated on site at present is unlawful however and no employment is being generated from the lawful use.
11. Climate Change	0	0	0	0	0	0	The current use is likely to have an impact on resources, emissions or carbon use and redevelopment would likely increase resource use. Impacts could potentially be mitigated through sustainable construction. The site could potentially incorporate renewable and low carbon energy.
12. Water	-	0	-	-	-	-	Proposed use would result in additional water consumption, although groundwater may be contaminated and development would be expected to decontaminate.
0	Summary: The site is within the Green Belt but already has some development present and is not considered to perform a strong role in environmental terms. The site would contribute to meeting housing needs however is in close proximity to Heathrow Airport which could have negative impacts on pollution and health. Access to local services is acceptable, although active travel links could be improved.						
Possible Mitigation: Mitigation could include noise attenuation measures and a high-quality design.							

SN1/004: Land at Birch Green/Staines Pumping Station (Site A) Stanwell Moor Road							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	+	0	+	+	+	+	The site would contribute to meeting housing need.
2. Health	-	0	-	-	-	0	Loss of green space (not public). In a reasonably sustainable location but concern over air quality from Crooked Billet roundabout. This may also act as a barrier to healthy lifestyles. The underpass present may add to fear of crime.
3. Flood risk	-	0	-	-	-	0	Within Flood Zone 2 plus potential loss of permeable land and introduction of hardstanding. Within an area susceptible to surface water flooding.
4. Land and Soil	-	0	-	-	-	-	The site is undeveloped Green Belt and will result in built development on uncontaminated land. Development won't result in the efficient use of PDL over greenfield land.
5. Pollution	-	0	-	-	-	-	The introduction of further residential property in close proximity to the Crooked Billet roundabout and A30 is likely to expose residents to noise and air

							pollution. The impacts may be expected to worsen over time.
6. Biodiversity	-	0	-	-	-	-	The site is greenfield land and its loss could have a negative impact on local biodiversity if existing vegetation is lost. Mitigation could include planting to encourage and protect biodiversity.
7. Heritage	0	0	0	0	0	0	No positive or negative impacts identified on the historic environment.
8. Open space and landscape.	0	0	0	0	0	0	Loss of open green space and landscape character but not public.
9. Transport	0	0	0	0	0	0	Site located near Staines town centre but proposed use would increase need to travel more than existing use and adjacent to busy and frequently congested junction
10. Economic Dev.	+	0	+	0	0	0	Temporary employment and economic benefits from housing construction
11. Climate Change	0	0	0	0	0	0	Current use has little/no impact on resources, emissions or carbon use but the proposed use provides an opportunity to incorporate renewable or low carbon energy sources and promote sustainable development to tackle climate change.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
-	Summary: The site would help to meet housing needs in reasonably sustainable location however the close proximity to the Crooked Billet and strategic road network would likely have negative impacts on health and transport. The site is also greenfield land therefore negative impacts on the environment could be expected.						
Possible Mitigation: Mitigation could include improved sustainable travel links. Planting on site could positively impact biodiversity. Noise attenuation measures would help to address impacts from the A30.							

SN1/004: Land at Birch Green/Staines Pumping Station (Site A) Stanwell Moor Road							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	+	0	+	+	+	+	The site would contribute to meeting housing need.
2. Health	-	0	-	-	-	0	Loss of green space (not public). In a reasonably sustainable location but concern over air quality from Crooked Billet roundabout. This may also act as a barrier to healthy

							lifestyles. The underpass present may add to fear of crime.
3. Flood risk	-	0	-	-	-	0	Within Flood Zone 2 plus potential loss of permeable land and introduction of hardstanding. Within an area susceptible to surface water flooding.
4. Land and Soil	-	0	-	-	-	-	The site is undeveloped Green Belt and will result in built development on uncontaminated land. Development won't result in the efficient use of PDL over greenfield land.
5. Pollution	-	0	-	-	-	-	The introduction of further residential property in close proximity to the Crooked Billet roundabout and A30 is likely to expose residents to noise and air pollution. The impacts may be expected to worsen over time.
6. Biodiversity	-	0	-	-	-	-	The site is greenfield land and its loss could have a negative impact on local biodiversity if existing vegetation is lost. Mitigation could include planting to encourage and protect biodiversity.
7. Heritage	0	0	0	0	0	0	No positive or negative impacts identified on the historic environment.
8. Open space and landscape.	0	0	0	0	0	0	Loss of open green space and landscape character but not public.
9. Transport	0	0	0	0	0	0	Site located near Staines town centre but proposed use would increase need to travel more than existing use and adjacent to busy and frequently congested junction
10. Economic Dev.	+	0	+	0	0	0	Temporary employment and economic benefits from housing construction
11. Climate Change	0	0	0	0	0	0	Current use has little/no impact on resources, emissions or carbon use but the proposed use provides an opportunity to incorporate renewable or low carbon energy sources and promote sustainable development to tackle climate change.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
-	Summary: The site would help to meet housing needs in reasonably sustainable location however the close proximity to the Crooked Billet and strategic road network would likely have negative impacts on						

	health and transport. The site is also greenfield land therefore negative impacts on the environment could be expected.
Possible Mitigation: Mitigation could include improved sustainable travel links. Planting on site could positively impact biodiversity. Noise attenuation measures would help to address impacts from the A30.	

SN1/005: Land at Northumberland Close Northumberland Close							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	+	0	+	+	+	+	The site would contribute to meeting housing need.
2. Health	0	0	0	0	0	0	Loss of green space (not public) but off-set by creation of housing which could reduce inequalities in the area. Proximity to Heathrow Airport could have negative impacts but could improve access to sustainable transport links.
3. Flood risk	-	0	-	-	-	-	Although the site is not in a flood risk area it is undeveloped greenfield land. The scheme should implement SuDS but unlikely to fully mitigate compared to undeveloped land.
4. Land and Soil	-	0	-	-	-	-	Site could be contaminated due to history of the site (would require decontamination, which could be considered a benefit) but the site is undeveloped greenfield land and would not result in the efficient use of brownfield over greenfield.
5. Pollution	-	0	-	-	-	-	All of Spelthorne is an AQMA. Scale of development is likely to increase pollution due to rise in car use and emissions. Site significantly affected by aircraft noise from Heathrow Airport, therefore appropriate noise attenuation measures would be required. Development would also result in the increased exposure to air pollution.
6. Biodiversity	-	0	-	-	-	-	The site is greenfield land and its loss could have a negative impact on local biodiversity if existing vegetation is lost. Mitigation could include planting to encourage and protect biodiversity.
7. Heritage	0	0	0	0	0	0	Small area of the land identified as an archaeological site but not enough to limit development potential.
8. Open space and landscape.	-	0	-	-	-	-	Loss of open green space and landscape character but not public. The site is within an area of largely urban character however it is free from development and breaks up the urban environment.

							Development would alter the landscape character with additional built form on site where it is currently open. This change is considered to negatively impacts landscape character.
9. Transport	0	0	0	0	0	0	Site located near bus routes on Clare Road but proposed use would increase need to travel more than existing use. There is opportunity to improve sustainable and active travel links from the site to better connect to local services.
10. Economic Dev.	+	0	+	0	0	0	Temporary employment and economic benefits from housing construction
11. Climate Change	0	0	0	0	0	0	Current use has little/no impact on resources, emissions or carbon use but the proposed use provides an opportunity to incorporate renewable or low carbon energy sources and promote sustainable development to tackle climate change.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
0	Summary: The site would help to contribute to meeting housing need and address local deprivation with affordable housing provision. The site is within the Green Belt but the wider area is largely urban in character. Development would result in the use of greenfield land and have knock on negative impacts on the environment with particular noise and air pollution impacts however the provision of housing to meet community needs in this location is much needed.						
Possible Mitigation: Mitigation could include improved sustainable travel links and permeable surfaces. Planting on site could positively impact biodiversity. Noise attenuation measures would help to address impacts from Heathrow Airport.							

SN1/006: Land to the west of Long Lane and South of Blackburn Trading Estate Long Lane							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	++	0	++	++	++	++	A reasonably large housing scheme has been promoted which could contribute to meeting needs.
2. Health	0	0	0	0	0	0	Loss of green space (not public) but offset by creation of housing opportunities and the provision of an area of public open space. Some services within walking distances which could promote healthy modes of travel but others require further distances to be travelled.

3. Flood risk	-	0	-	-	-	-	Although the site is not in a flood risk area it is undeveloped greenfield land. The scheme should implement SuDS but unlikely to fully mitigate compared to undeveloped land.
4. Land and Soil	-	0	-	-	-	-	No previous evidence of contamination on site. The site is undeveloped greenfield land and would not result in the efficient use of brownfield over greenfield.
5. Pollution	-	0	-	-	-	-	All of Spelthorne is an AQMA. Scale of development is likely to increase pollution due to rise in car use and emissions. Site significantly affected by aircraft noise from Heathrow Airport, which would be of particular concern for residential property. Suitable noise attenuation measures would be required.
6. Biodiversity	-	0	-	-	-	-	The site is greenfield land and its loss could have a negative impact on local biodiversity if existing vegetation is lost. Mitigation could include planting to encourage and protect biodiversity.
7. Heritage	0	0	0	0	0	0	No positive or negative impacts identified on the historic environment.
8. Open space and landscape.	-	0	-	-	-	-	Loss of open green space and landscape character but not public. Potential small open space provision would improve public access.
9. Transport	-	0	-	-	-	-	Access to public transport links could be improved as train services are beyond the preferred maximum walking distance. Local services are accessible within Stanwell, with most within the preferred maximum walking distance, however access to secondary education is more limited. The proposed level of development would signifcantly increase vehicle movements compared to the existing undeveloped site and therefore increase congestion. The site could benefit from improved active and sustainable transport links to Heathrow Airport.
10. Economic Dev.	+	0	+	0	0	0	Temporary employment and economic benefits from housing construction
11. Climate Change	0	0	0	0	0	0	Current use has little/no impact on resources, emissions or carbon use but the proposed use provides an opportunity to incorporate renewable or low carbon energy sources and promote sustainable

							development to tackle climate change.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
0	Summary: The site would help to contribute to a notable amount to meeting housing need and address local deprivation with affordable housing provision. The site is within the Green Belt but the wider area is largely urban in character. Development would result in the use of greenfield land and have knock on negative impacts on the environment with particular noise and air pollution impacts however the provision of housing to meet community needs and an area of open space would help to mitigation impacts.						
Possible Mitigation: Mitigation could include improved sustainable travel links and permeable surfaces. Planting on site could positively impact biodiversity. Noise attenuation measures would help to address impacts from Heathrow Airport.							

SN1/007a: Land at Green Acre Farm (north) Bedfont Road							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	+	0	+	+	+	+	Housing included in uses put forward as a potential use but unlikely to be acceptable as site is more suited to employment development given the location of other similar businesses.
2. Health	0	0	0	0	0	0	Loss of green space (not public) but offset by creation of employment opportunities or new houses to boost wellbeing. Some services within walking distances which could promote healthy modes of travel but others require further distances to be travelled.
3. Flood risk	-	0	-	-	-	-	Although the site is not in a flood risk area it is undeveloped greenfield land. The scheme should implement SuDS but unlikely to fully mitigate compared to undeveloped land.
4. Land and Soil	-	0	-	-	-	-	Site could be contaminated due to history of the site (would require decontamination, which could be considered a benefit) but the site is undeveloped greenfield land and would not result in the efficient use of brownfield over greenfield.
5. Pollution	-	0	-	-	-	-	All of Spelthorne is an AQMA. Scale of development is likely to increase pollution due to rise in car use and emissions. Site significantly affected by aircraft noise from Heathrow Airport, which would be of particular concern for residential property.

							Likely to be affected by air pollution too, which would affect not just residents but employees.
6. Biodiversity	-	0	-	-	-	-	Loss of green space. No habitats or biodiversity designations but size and condition of land would suggest some loss of habitats.
7. Heritage	0	0	0	0	0	0	No positive or negative impacts identified on the historic environment.
8. Open space and landscape.	-	0	-	-	-	-	Loss of open green space and landscape character but not public.
9. Transport	-	0	-	-	-	-	Site located near bus routes but development would increase the need to travel more than existing use, thus potentially increasing pressure on local roads. Improved connectivity would likely be required as some uses are beyond the preferred maximum walking distance. Development would likely result in additional HGV movements and impact congestion.
10. Economic Dev.	+	+	+	+	+	+	Employment use promoted as an option on site, given the proximity of established cargo uses nearby and Heathrow Airport.
11. Climate Change	0	0	0	0	0	0	Current use has little/no impact on resources, emissions or carbon use but the proposed use provides an opportunity to incorporate renewable or low carbon energy sources and promote sustainable development to tackle climate change.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
0/-	Summary: Overall the site would help to provide residential units or economic floorspace however it is undeveloped greenfield land and negative impacts could be expected to arise. Development would likely alter the local character and would lead to additional vehicle movements, possibly HGV if commercial use taken forward.						
Possible Mitigation: Mitigation could include improved sustainable travel links and permeable surfaces. Planting on site could positively impact biodiversity. Noise attenuation measures would help to address impacts from Heathrow Airport.							

SN1/007b: Land to the east of Long Lane Long Lane							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation

1. Housing	0	0	0	0	0	0	Economic use promoted on site therefore limited impacts expected on housing.
2. Health	0	0	0	0	0	0	Some services within walking distances which could promote healthy modes of travel but others require further distances to be travelled. No improvement of access to recreation facilities expected.
3. Flood risk	-	0	-	-	-	-	Although the site is not in a flood risk area it is undeveloped greenfield land. The scheme should implement SuDS but unlikely to fully mitigate compared to undeveloped land.
4. Land and Soil	-	0	-	-	-	-	Site could be contaminated due to history of the site (would require decontamination, which could be considered a benefit) and loss of non-PDL.
5. Pollution	-	0	-	-	-	-	All of Spelthorne is an AQMA. Scale of development is likely to increase pollution due to rise in car use and emissions. Site significantly affected by aircraft noise from Heathrow Airport, which would be of particular concern for residential property. Likely to be affected by air pollution too, which would affect not just residents but employees.
6. Biodiversity	-	0	-	-	-	-	Loss of green space. No habitats or biodiversity designations but size and condition of land would suggest some loss of habitats.
7. Heritage	0	0	0	0	0	0	No positive or negative impacts identified on the historic environment.
8. Open space and landscape.	-	0	-	-	-	-	Loss of open green space and landscape character but not public.
9. Transport	-	0	-	-	-	-	Site located near bus routes but development would increase the need to travel more than existing use, thus potentially increasing pressure on local roads. Improved connectivity would likely be required as some uses are beyond the preferred maximum walking distance. Development would likely result in additional HGV movements and impact congestion.
10. Economic Dev.	+	+	+	+	+	+	Employment use promoted, which is likely to be most suitable due to proximity of established cargo uses nearby.
11. Climate Change	0	0	0	0	0	0	Current use has little/no impact on resources, emissions or carbon use but the proposed use provides an opportunity to incorporate

							renewable or low carbon energy sources and promote sustainable development to tackle climate change.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
-	Summary: Only positive impacts identified for employment use, with negative impacts on the environment expected as the site is undeveloped greenfield land. Development to cargo use would significantly alter the local landscape character and have knock on effects for the wider Green Belt character. Development is also likely to lead to additional vehicle movements including HGVs with will impact local roads and residents and bring about pollution.						
Possible Mitigation: Mitigation could include improved sustainable travel links and permeable surfaces. Planting on site could positively impact biodiversity. Noise attenuation measures would help to address impacts from Heathrow Airport.							

SN1/007c: Land at Long Lane/Short Lane Long Lane							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	0	0	0	0	0	0	Economic use promoted on site therefore limited impacts expected on housing.
2. Health	0	0	0	0	0	0	Some services within walking distances which could promote healthy modes of travel but others require further distances to be travelled. No improvement of access to recreation facilities expected.
3. Flood risk	-	0	-	-	-	-	Although the site is not in a flood risk area it is undeveloped greenfield land. The scheme should implement SuDS but unlikely to fully mitigate compared to undeveloped land.
4. Land and Soil	-	0	-	-	-	-	Site could be contaminated due to history of the site (would require decontamination, which could be considered a benefit) and loss of non-PDL.
5. Pollution	-	0	-	-	-	-	All of Spelthorne is an AQMA. Scale of development is likely to increase pollution due to rise in car use and emissions. Site significantly affected by aircraft noise from Heathrow Airport, which would be of particular concern for residential property. Likely to be affected by air pollution too, which would affect not just residents but employees.

6. Biodiversity	-	0	-	-	-	-	Loss of green space. No habitats or biodiversity designations but size and condition of land would suggest some loss of habitats.
7. Heritage	0	0	0	0	0	0	No positive or negative impacts identified on the historic environment.
8. Open space and landscape.	-	0	-	-	-	-	Loss of open green space and landscape character but not public.
9. Transport	-	0	-	-	-	-	Site located near bus routes but development would increase the need to travel more than existing use, thus potentially increasing pressure on local roads. Improved connectivity would likely be required as some uses are beyond the preferred maximum walking distance. Development would likely result in additional HGV movements and impact congestion.
10. Economic Dev.	+	+	+	+	+	+	Employment use promoted, which is likely to be most suitable due to proximity of established cargo uses nearby.
11. Climate Change	0	0	0	0	0	0	Current use has little/no impact on resources, emissions or carbon use but the proposed use provides an opportunity to incorporate renewable or low carbon energy sources and promote sustainable development to tackle climate change.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
-	Summary: Only positive impacts identified for employment use, with negative impacts on the environment expected as the site is undeveloped greenfield land. Development to cargo use would significantly alter the local landscape character and have knock on effects for the wider Green Belt character. Development is also likely to lead to additional vehicle movements including HGVs with will impact local roads and residents and bring about pollution.						
Possible Mitigation: Mitigation could include improved sustainable travel links and permeable surfaces. Planting on site could positively impact biodiversity. Noise attenuation measures would help to address impacts from Heathrow Airport.							

SN1/008: Land south of Southern Perimeter Road							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	0	0	0	0	0	0	Economic use promoted on site therefore limited impacts expected on housing.

2. Health	0	0	0	0	0	0	Loss of green space that is not publicly accessible but off-set by creation of employment opportunities.
3. Flood risk	-	0	-	-	-	-	Although the site is not in a flood risk area it is undeveloped greenfield land. The scheme should implement SuDS but unlikely to fully mitigate compared to undeveloped land.
4. Land and Soil	-	0	-	-	-	-	Site likely to be contaminated due to landfill history of the site and would require decontamination, which could be considered a benefit. Loss of greenfield land.
5. Pollution	-	0	-	-	--	--	Site significantly affected by aircraft noise from Heathrow Airport, which would be of particular concern for residential property likely to worsen over time. Likely to be affected by air pollution too as site is in close proximity to the Southern Perimeter Road and the Strategic Road Network including the M25 and M4 motorways.
6. Biodiversity	-	0	-	-	-	-	Loss of green space that would be restored once the mineral operations are complete. No habitats or biodiversity designations but size and condition of land would suggest some loss of habitats.
7. Heritage	0	0	0	0	0	0	Part of site is Area of High Archaeological Potential but can be surveyed prior to construction.
8. Open space and landscape.	-	0	-	-	-	-	Loss of open green space and landscape character but not public.
9. Transport	-	0	-	-	-	-	Site located near bus routes, but proposed use would increase need to travel more than existing use and would lead to additional HGV movements. The site is of significant size and whilst the site is already in use would be expected to be restored following mineral extraction.
10. Economic Dev.	++	+	++	++	++	+	Employment use promoted, which is likely to be most suitable due to proximity of established cargo uses nearby.
11. Climate Change	-	0	-	-	-	-	Impact of development upon energy and climate change is dependent upon opportunities for either renewable energy provision or energy efficiency measures. The site has the potential and is of sufficient size to incorporate renewable energy technologies. Development of the site is likely to increase emissions of greenhouse

							gases overall as a result of the impacts of construction and occupation, particularly given the significant number of development proposed. Emissions likely to increase across the borough without appropriate mitigation such as sustainable construction, energy reduction schemes and low carbon technology.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
-	Summary: Only positive impacts identified for employment use, with negative impacts on the environment expected as the site is undeveloped greenfield land. Loss of restoration if developed which would negatively impact biodiversity. Development to cargo use would significantly alter the local landscape character and have knock on effects for the wider Green Belt character. Development is also likely to lead to additional vehicle movements including HGVs with will impact local roads and residents and bring about pollution.						
Possible Mitigation: Mitigation could include improved sustainable travel links and permeable surfaces. Planting on site could positively impact biodiversity. Noise attenuation measures would help to address impacts from Heathrow Airport.							

SN1/012: Stanwell Bedsits De Havilland Way							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	++	0	++	++	++	++	Site in existing residential use and land could be used more efficiently with a rationalising of the existing.
2. Health	0	0	0	0	0	0	Site is within the urban area close to Stanwell Village and a large area of open space at Village Park. Opportunity to improve affordability and reduce inequalities with development. Some services are beyond maximum walking distances with limited positive impacts on health.
3. Flood risk	0	0	0	0	0	0	Not within flood zone and much of the land is already developed. Redevelopment could include permeable surfaces. Possible groundwater flooding but would require further investigation.
4. Land and Soil	+	0	+	+	+	+	No identified contamination issues. Use of previously developed land. Redevelopment of this site to make a more efficient use of the land would help to avoid the use of greenfield land more widely.
5. Pollution	-	0	-	-	-	-	All of Spelthorne is an AQMA. Scale of development is likely to increase

							pollution due to rise in car use and emissions. Site significantly affected by aircraft noise from Heathrow Airport and is within 60-63 Leq contour. Mitigation could be included within the development to reduce the impacts on future occupiers.
6. Biodiversity	0	0	0	0	0	0	No impact on biodiversity identified.
7. Heritage	0	0	0	0	0	0	No positive or negative impacts identified on the historic environment.
8. Open space and landscape.	+	0	0	0	+	+	No loss of open space. Existing open space to the south west of the site, re- development could allow for enhanced access to this as part of wider green infrastructure. Redevelopment could make a positive contribution to the townscape and local character and make provision for a more attractive building to boost local regeneration over time.
9. Transport	0	0	0	0	0	0	Site located near bus route however the services are poor. Not within walkable distance of train station would result in increased dependency on use of private vehicles, however is already developed. The site is in the urban area therefore offers the opportunity for sustainable transport promotion.
10. Economic Dev.	+	0	+	0	0	0	Temporary employment and economic benefits from housing construction
11. Climate Change	0	0	0	0	0	0	Current use likely to generate emissions and carbon a similarly development would not increase this significantly. Impacts could potentially be mitigated through sustainable construction. The site could potentially incorporate renewable and low carbon energy.
12. Water	0	0	0	0	0	0	Existing use would be a drain on water resources through consumption but the redevelopment of the site could help to offset impacts with the opportunity for water efficiency measures such as the use of water meters and rainwater harvesting.
+	Summary: Significant housing provision within a previously developed site would help to address local needs, particularly through the provision of affordable housing. The site could improve its access to local services through better sustainable and active travel links, with opportunities to boost local regeneration on a prominent site in the area.						
Possible Mitigation: Mitigation could include sustainable construction, improved sustainable travel links and planting.							

SN1/014: Mentone Farm Bedfont Road

	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	0	0	0	0	0	0	Economic use promoted on site therefore limited impacts expected on housing.
2. Health	0	0	0	0	0	0	Loss of green space (not public) but approximately one third of the site only.
3. Flood risk	-	0	-	-	-	-	Not within flood zone but potential loss of permeable land and introduction of hardstanding to the undeveloped part of the site.
4. Land and Soil	0	0	0	0	0	0	Site could be contaminated due to history of the site (would require decontamination, which could be considered a benefit). Loss of Green Belt but the site is cleared and in commercial use.
5. Pollution	-	0	-	-	-	-	All of Spelthorne is an AQMA therefore development could exacerbate wider impacts in Spelthorne. Site significantly affected by aircraft noise from Heathrow Airport but yard is currently open and a new development could offer acoustic benefits internally. Likely to be affected by air pollution too, which would affect employees. Depends on extent to which existing operation impacts on air quality and whether redevelopment would improve the existing situation.
6. Biodiversity	0	0	0	0	0	0	Limited biodiversity role on site.
7. Heritage	0	0	0	0	0	0	No positive or negative impacts identified on the historic environment.
8. Open space and landscape.	0	0	0	0	0	0	The majority of the site is within the urban area. A small area to the south is within the Green Belt but as this is within vehicle storage use has limited landscape character value. The site is however open and the introduction of built form would alter the character somewhat.
9. Transport	0	0	0	0	0	0	Site located near bus routes but wider sustainable travel is limited. Connectivity with Heathrow airport requires improvement although it is in close proximity. The site is already in use and generate vehicle movements therefore the development of the site would likely have neutral impacts.
10. Economic Dev.	+	+	+	+	+	+	Employment use included, which is likely to be most suitable due to proximity of established cargo uses nearby, but northern part of the site

							is already in employment use so additional impacts (in terms of employment and floorspace)may be limited. Existing use may require relocation.
11. Climate Change	0	0	0	0	0	0	Current use likely to generate emissions and carbon a similarly development would not increase this significantly. Impacts could potentially be mitigated through sustainable construction. The site could potentially incorporate renewable and low carbon energy.
12. Water	0	0	0	0	0	0	Proposed use would result in additional water consumption, although groundwater may be contaminated and development would be expected to decontaminate.
0	Summary: The site is already in commercial use however is used for vehicle storage therefore development to alternative commercial uses are expected to have limited impacts. The site is largely free of built form at present therefore the introduction of a commercial unit is likely to impact the wider landscape and alter the character, potentially reducing permeable surfaces.						
Possible Mitigation: Mitigation could include sustainable construction, improved sustainable travel links and planting.							

SN1/015: Land to the west of Town Lane Town Lane							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	+	0	+	+	+	+	The site would contribute to meeting housing need.
2. Health	0	0	0	0	0	0	Land is currently used for grazing animals and whilst development would result in a loss of green space this is not publicly accessible and is not used for recreation. There could be impacts on wellbeing if lost. The site is within a reasonably sustainable location so could facilitate active travel.
3. Flood risk	-	0	-	-	-	-	Not within flood zone but would result in a loss of permeable land and replacement for hardstanding and built development.
4. Land and Soil	-	0	-	-	-	-	Site not identified as being contaminated. Currently in agricultural use. Further site investigation required. Loss of open greenfield land and would not result in the efficient use of brownfield land over greenfield.
5. Pollution	-	0	-	-	-	-	All of Spelthorne is an AQMA therefore development could exacerbate wider impacts in Spelthorne. Site close to Heathrow and is affected by airplane noise.

							Located close to Town lane which is a main route linking Stanwell and A30 and is well used. Development would lead to increased use of cars and affect local environment.
6. Biodiversity	0	0	0	0	0	0	Land is grazed by animals therefore biodiversity is likely to be minimal. Unlikely to be scope within development for enhancement of biodiversity features.
7. Heritage	0	0	0	0	0	0	No positive or negative impacts identified on the historic environment.
8. Open space and landscape.	-	0	-	-	-	-	Loss of open green space with view of reservoir and embankment. The introduction of built form would likely alter the character of the wider area.
9. Transport	0	0	0	0	0	0	Site located near bus routes but proposed use would increase need to travel more than existing use. Small size therefore neutral impacts are expected.
10. Economic Dev.	+	0	+	0	0	0	Temporary employment and economic benefits from housing construction
11. Climate Change	0	0	0	0	0	0	The development of the site could provide an opportunity to incorporate renewable or low carbon energy sources however this would be on a small scale and would be balanced by the likely increase in air pollution locally.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
-	Summary: The site would provide a small number of residential units close to the urban area however is open greenfield land therefore is likely to result in negative environmental impacts. The site is also adjacent to the reservoir and introduction of build form could potentially harm the setting and landscape character to the west.						
Possible Mitigation: Mitigation could include flood risk mitigation, sustainable construction and renewable energy, as well as sensitive design and connections to active travel network.							

SN1/016: Longford House and adjoining land Long Lane							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	0	0	0	0	0	0	Economic use promoted on site therefore limited impacts expected on housing.

2. Health	0	0	0	0	0	0	The site is likely to have limited impacts on health as is already in commercial use.
3. Flood risk	0	0	0	0	0	0	Increase in built form but the site is not within a flood risk area. The site already contains hardstanding so could be changed to permeable surfaces.
4. Land and Soil	0	0	0	0	0	0	Site could be contaminated due to history of the site (would require decontamination, which could be considered a benefit). Loss of Green Belt but the site is cleared and in commercial use.
5. Pollution	-	0	-	-	-	-	All of Spelthorne is an AQMA therefore development could exacerbate wider impacts in Spelthorne. Site significantly affected by aircraft noise from Heathrow Airport but yard is currently open and a new development could offer acoustic benefits internally. Likely to be affected by air pollution too, which would affect employees. Depends on extent to which existing operation impacts on air quality and whether redevelopment would improve the existing situation.
6. Biodiversity	0	0	0	0	0	0	Limited biodiversity role on site.
7. Heritage	0	0	0	0	0	0	No positive or negative impacts identified on the historic environment.
8. Open space and landscape.	0	0	0	0	0	0	The majority of the site is within the urban area. A small area to the west is within the Green Belt but as this is within vehicle storage use has limited landscape character value.
9. Transport	0	0	0	0	0	0	Site located near bus routes but wider sustainable travel is limited. Connectivity with Heathrow airport requires improvement although it is in close proximity. The site is already in use and generate vehicle movements therefore the development of the site would likely have neutral impacts.
10. Economic Dev.	+	+	+	+	+	+	Employment use included, which is likely to be most suitable due to proximity of established cargo uses nearby, but northern part of the site is already in employment use so additional impacts (in terms of employment and floorspace)may be limited. Existing use may require relocation.
11. Climate Change	0	0	0	0	0	0	Current use likely to generate emissions and carbon a similarly development would not increase

							this significantly. Impacts could potentially be mitigated through sustainable construction. The site could potentially incorporate renewable and low carbon energy.
12. Water	0	0	0	0	0	0	Proposed use would result in additional water consumption, although groundwater may be contaminated and development would be expected to decontaminate.
0	Summary: The site is already in commercial use however is used for vehicle storage therefore development to alternative commercial uses are expected to have limited impacts. The site is largely free of built form at present therefore the introduction of a commercial unit is likely to alter the character and create a more built up area.						
Possible Mitigation: Mitigation could include sustainable construction, improved sustainable travel links and planting.							

SN1/017: Gleneagles Farm Gleneagles Close							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	+	0	+	+	+	+	The site would contribute to meeting housing need.
2. Health	0	0	0	0	0	0	The site is currently in use as a timber and fencing builder's merchants/business with associated storage of materials therefore limited impacts on health and wellbeing are identified. The site could facilitate active travel.
3. Flood risk	-	0	-	-	-	0	Not within flood zone but would result in a loss of permeable land and replacement with hardstanding and built development.
4. Land and Soil	0	0	0	0	0	0	The site is in use as a timber and fencing merchants therefore redevelopment to housing could provide the opportunity to remediate the site if contaminated. The site is however in the Green Belt, although it is partly previously developed.
5. Pollution	-	0	-	-	-	-	All of Spelthorne is an AQMA therefore development could exacerbate wider impacts in Spelthorne. The site is in reasonably close proximity to Heathrow Airport therefore development to residential would result in increased exposure to noise and air pollution.
6. Biodiversity	0	0	0	0	0	0	Limited biodiversity role on site.
7. Heritage	0	0	0	0	0	0	No positive or negative impacts identified on the historic environment.

8. Open space and landscape.	-	0	-	-	-	-	The site whilst containing previously developed land, is within the Green Belt and its redevelopment to housing would alter the wider character.
9. Transport	0	0	0	0	0	0	Site located near bus routes but wider sustainable travel is limited. Connectivity with Heathrow airport requires improvement although it is in close proximity. The site is already in use and generate vehicle movements therefore the development of the site would likely have neutral impacts.
10. Economic Dev.	-	0	-	-	-	0	Loss of an employment site as it is currently in use as a timber and fencing merchants
11. Climate Change	0	0	0	0	0	0	Redevelopment for housing would change the nature of the site and lead to an increase in emissions and use of resources. Car use is likely to increase, although the removal of the merchants on site would see a reduction in travel and resource usage associated with this. Impacts could potentially be mitigated through sustainable construction. The site could potentially incorporate renewable and low carbon energy.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
-/0	Summary: Redevelopment to housing would help to meet local needs however the site is within the Green Belt with some areas of the site open and free from development. This could lead to negative environmental impacts. A housing scheme would also result in the loss of the existing business on site which could be expected to have negative impacts, if an alternative location cannot be identified.						
Possible Mitigation: Mitigation could include sustainable construction, improved sustainable travel links and planting.							

SN2/001: Minerva House Minerva Close							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	+	0	+	+	+	+	The site would contribute to meeting housing need.
2. Health	-	0	-	-	-	0	Site is fairly isolated in Stanwell Moor with few public transport options and limited retail or commercial uses within walking distance. Improved access to sustainable travel options and local

							services would help to overcome negative impacts.
3. Flood risk	-	0	-	-	-	-	Site is adjacent to flood zones 2 and 3a with a high risk of groundwater flooding. The site is already developed with a large building so includes large areas of hardstanding and therefore there is potential to replace with permeable surfaces. introduction of a more vulnerable use with the need for safe access and egress.
4. Land and Soil	+	0	+	+	+	+	The site is occupied by previously developed land therefore would avoid developing greenfield land. No historic contamination issues however site does have commercial vehicles on the premises and therefore further site investigations are necessary.
5. Pollution	-	0	-	-	--	--	All of Spelthorne is an AQMA therefore development could exacerbate wider impacts in Spelthorne. Potential increased exposure given the proximity to Heathrow Airport and M25. The site falls in the 69-72 Leq noise contour.
6. Biodiversity	0	0	0	0	0	0	No positive or negative impacts identified on biodiversity.
7. Heritage	0	0	0	0	0	0	No positive or negative impacts identified on the historic environment.
8. Open space and landscape.	0	0	0	0	0	0	No positive or negative impacts identified on the Borough's landscape character or open space. The site is already developed and located within the urban area.
9. Transport	0	0	0	0	0	0	Site located near bus routes but wider sustainable travel is limited. Connectivity with Heathrow airport requires improvement although it is in close proximity. The site is already in use and generate vehicle movements therefore the development of the site would likely have neutral impacts.
10. Economic Dev.	-	0	0	-	-	0	Temporary employment and economic benefits from housing construction. The site appears to be in some form of commercial use which could be lost. Re-development will not maintain high levels of employment or economic growth if the scheme is for housing only.
11. Climate Change	0	0	0	0	0	0	Redevelopment will not reduce emissions as there is likely to be an increase in car usage compared to existing use. Development could

							include energy efficient measures to help balance impacts.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
-/0	Summary: The site is previously developed so would help to make an efficient use of land, however is at risk of noise pollution and is adjacent to flood risk areas which will make safe access and egress an issue. The site would also result in the loss of the existing commercial use.						
Possible Mitigation: Mitigation could include sustainable construction, improved sustainable travel links and planting, as well as flood risk mitigation.							

SN2/003: Land north of Horton Road							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	+	0	+	+	+	+	The site would contribute to meeting housing need.
2. Health	-	0	-	-	-	-	Loss of green space but not publicly accessible. Local services generally beyond walking distances, not facilitating active modes of travel which promote healthy lifestyles.
3. Flood risk	-	0	-	-	-	-	Some surface water and ground water flood risk. Potential loss of permeable land and introduction of hardstanding will impact drainage on site. Although this can be mitigated through permeable surfaces this is unlikely to fully mitigate compared to undeveloped land.
4. Land and Soil	-	0	-	-	-	-	Restored landfill site. Could be contaminated so would require decontamination, which could be considered a benefit. Loss of greenfield land however and developed would not result in the efficient use of brownfield land instead.
5. Pollution	-	0	-	-	--	--	All of Spelthorne is an AQMA therefore development could exacerbate wider impacts in Spelthorne. Site significantly affected by noise from Heathrow Airport and M25, plus close to main junction. Likely to be affected by air pollution too.
6. Biodiversity	-	0	-	-	-	0	Loss of green space to rear of site. No habitats or biodiversity designations but condition of land

							would suggest some loss of habitats.
7. Heritage	0	0	0	0	0	0	No impacts on heritage assets identified
8. Open space and landscape.	-	0	-	-	-	-	Loss of green space to rear of site. No habitats or biodiversity designations but condition of land would suggest some loss of habitats.
9. Transport	-	0	-	-	-	-	There are limited public transport links in the area which is likely to increase private car use and contribute to congestion more widely.
10. Economic Dev.	+	0	+	0	0	0	Temporary employment and economic benefits from housing construction
11. Climate Change	0	0	0	0	0	0	Current use has little/no impact on resources, emissions or carbon use but the proposed use provides an opportunity to incorporate renewable or low carbon energy sources and promote sustainable development to tackle climate change.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
-	Summary: The site is undeveloped greenfield land and is at risk of noise and air pollution due to its close proximity to Heathrow and the strategic road network. This is likely to bring about negative health impacts. Access to local services by sustainable modes of travel requires improvement. Development would also result in the loss of open undeveloped land and would likely have negative environmental impacts.						
Possible Mitigation: Mitigation could include sustainable construction, improved sustainable travel links and planting, as well as noise attenuation measures.							

SN2/005: Hithermoor Farm (2) Farm Way							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	+	0	+	+	+	+	The site would contribute to meeting housing need.
2. Health	-	0	-	-	-	-	Loss of green space (not public) may negatively impact well-being but could potentially provide the opportunity to link up to public right of way running to the east into Staines Moor. Lack of good frequent bus services could limit healthy lifestyles. Development unlikely to address existing

							deprivation or improve access to community facilities. Noise from Heathrow and the motorway likely to negatively impact wellbeing. Lack of services within close proximity.
3. Flood risk	-	0	-	-	-	-	Much of site within flood zone 3a therefore flood risk assessment required. Potential loss of permeable land and introduction of hardstanding. Would need to include permeable surfaces and SuDS but unlikely to fully mitigate compared to undeveloped land. Within 20m buffer around River Colne – if lost would increase run off and flood risk.
4. Land and Soil	-	0	-	-	-	-	Part of the site is occupied by PDL but this already has planning permission for residential use. The remainder of the site is undeveloped greenfield land and development would lead to a loss of open greenfield land and not boost efficient brownfield use. Potential loss of agricultural land. Potential contamination would require investigation and possible remediation.
5. Pollution	-	0	-	-	--	--	All of Spelthorne is an AQMA therefore development could exacerbate wider impacts in Spelthorne. Site is affected by noise from Heathrow Airport and M25. Likely to be affected by air pollution too.
6. Biodiversity	-	0	-	-	-	-	Loss of open green space/infrastructure but no particular habitat or biodiversity value. The site is adjacent to River Colne SNCI and King George VI Reservoir SPA/SSSI so could have negative impacts more widely.
7. Heritage	0	0	0	0	0	0	No positive or negative impacts identified on the historic environment. The site contains Grade II listed barns in a poor state of repair but planning permission has been granted for their redevelopment and restoration. Further development on site is considered to have limited impact.
8. Open space and landscape.	-	0	-	-	-	-	Loss of open green space but not readily visible in the public domain, although a footpath runs to the south of the site. Landscape character is limited in this area due to surrounding urban uses but

							development would bring about a notable change and alter the landscape and setting of the wider area.
9. Transport	-	0	-	-	-	-	A public right of way runs along the southern boundary of the site which runs into Staines which could facilitate sustainable travel. Public transport links are limited however, therefore private vehicle use is likely to increase. The development of the site would result in additional vehicle movements compared to the existing undeveloped area. Improved bus services and active travel links would help to mitigate impacts.
10. Economic Dev.	+	0	+	0	0	0	Temporary employment and economic benefits from housing construction
11. Climate Change	0	0	0	0	0	0	Current use has little/no impact on resources, emissions or carbon use but the proposed use provides an opportunity to incorporate renewable or low carbon energy sources and promote sustainable development to tackle climate change.The site is already partly developed and the amount of development is likely to be constrained by flood risk on site.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
0/-	Summary: The site is undeveloped greenfield land and is at risk of noise and air pollution due to its close proximity to Heathrow and the strategic road network. This is likely to bring about negative health impacts. Access to local services by sustainable modes of travel requires improvement as at present, private vehicle use is likely to rise. Development would also result in the loss of open undeveloped land and would likely have negative environmental impacts.						
Possible Mitigation: Mitigation could include sustainable construction, improved sustainable travel links and planting, as well as noise attenuation measures.							

SN2/006: Kestrel Horton Road							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	++	0	++	++	++	+	A care home has been promoted by the landowner and this would help address specific needs set out in the Spelthorne Housing Market Assessment.

2. Health	+	0	+	+	+	0	The provision of a care home would likely improve the health and wellbeing of residents with the provision of new healthcare facilities. Development is unlikely to bring about wider community benefits or improve active travel as it is not directly connected to local services
3. Flood risk	-	0	-	-	-	-	Access to the site is within Flood Zone 3a therefore a safe access/egress would need to be demonstrated if developed. Part of the site is undeveloped garden land and development would result in the loss of permeable land and replacement with built form.
4. Land and Soil	+	0	+	+	+	+	Part of the site is previously developed so would result in an efficient reuse of land. The site is also currently vacant meaning it would help to utilise an underused site. The site is not in agricultural use. It is unlikely to be able to accommodate high density development given the wider character.
5. Pollution	--	0	--	--	--	--	All of Spelthorne is an AQMA therefore development could exacerbate wider impacts in Spelthorne. The site is subject to significant noise issues from Heathrow (66-69 LEQ contour) to the north-west, junction 14 of the M25 and the movement of HGVs and other operations taking place at the recycling centre.
6. Biodiversity	0	0	0	0	0	0	Limited biodiversity role on site
7. Heritage	0	0	0	0	0	0	Limited impacts on the historic environment anticipated
8. Open space and landscape.	-	0	-	-	-	-	The site is part of the Green Belt and contributes to the wider landscape and patter of development. The rear of the site is more open and visually link to the large fields behind the site which help to maintain openness through to the airport and consideration of the impact on this should be an important consideration.
9. Transport	-	0	-	-	-	0	Stanwell Moor village has limited access to public transport and few shops close to the site to make it sustainable. This is likely to result in additional private car use. A care home is proposed and is unlikely to support sustainable living for residents with limited access to services. Mitigation could include

							improved active travel links and regular public transport services.
10. Economic Dev.	+	0	+	0	0	0	Temporary employment and economic benefits from housing construction
11. Climate Change	0	0	0	0	0	0	Potential increase in emissions but opportunity to retrofit against the future impact of climate change. Opportunity to promote energy efficiency and renewable/low carbon technologies.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
0/-	Summary: The development of the site to residential use, particularly a care home, would help to address a specific local need. The site is partly PDL, partly undeveloped greenfield land and is at risk of noise and air pollution due to its close proximity to Heathrow and the strategic road network. This is likely to bring about negative health impacts. Access to local services by sustainable modes of travel requires improvement as at present, private vehicle use is likely to rise. Development would also result in the loss of an area of open undeveloped land and would likely have negative environmental impacts, with impacts also expected on the wider landscape.						
Possible Mitigation: Mitigation could include sustainable construction, flood risk mitigation, improved sustainable travel links and planting, as well as noise attenuation measures.							

SN2/007: Former Nursery Site, Rear of 37-51 Hithermoor Road							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	0	0	0	0	0	0	Economic development scheme promoted by the landowner
2. Health	-	0	-	-	-	0	Lack of connectivity to local services. The site is also in close proximity to Oakleaf Farm recycling centre which would likely have negative impacts on health and wellbeing due to HGV movements and noise issues. Access to sustainable travel options could be improved
3. Flood risk	-	0	-	-	-	-	Access to the site is within Flood Zone 3a therefore a safe access/egress would need to be demonstrated if developed. Part of the site is undeveloped garden land and development would result in the loss of permeable land and replacement with built form.
4. Land and Soil	-	0	-	-	-	-	Part of the site is occupied by structures but it is largely undeveloped greenfield land, linked

							to its former nursery use. Potential contamination would require investigation and possible remediation. Development would not result in the efficient use of brownfield over greenfield land.
5. Pollution	-	0	-	-	--	--	All of Spelthorne is an AQMA therefore development could exacerbate wider impacts in Spelthorne. Potential increased exposure given the proximity to Heathrow Airport, recycling centre and M25. Within 63-66 Leq noise contour.
6. Biodiversity	0	0	0	0	0	0	Limited biodiversity role on site but the introduction of a nature area could bring about positive impacts in the long term. The introduction of hardstanding onto a largely open site may however result in the loss of some low level role.
7. Heritage	0	0	0	0	0	0	Limited impacts on the historic environment anticipated
8. Open space and landscape.	0	0	0	0	0	0	The site contributes to the wider Green Belt although its contribution to landscape character is limited given the development present adjacent to the site. Development would result in additional built form on site and could reduce the openness.
9. Transport	-	0	-	-	-	0	Public transport links are limited, therefore private vehicle use is likely to increase. Mitigation could include improved active travel links and regular public transport services.
10. Economic Dev.	+	0	+	+	+	+	Employment use promoted, which is likely to bring about positive impacts for the economy.
11. Climate Change	0	0	0	0	0	0	The development of the site could provide an opportunity to incorporate renewable or low carbon energy sources however this would be on a small scale and would be balanced by the likely increase in air pollution locally.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
0/-	Summary: The site performance is mixed against the Sustainability Appraisal. Whilst the site may be able to accommodate commercial development development, it is not considered to be in a particularly sustainable location, with limited public transport links. No housing development is promoted and this is a key need in the Borough. The site is not within an area of flood risk, however Hithermoor						

	Road and the front of the site is within flood zone 3a. A dry means of escape would need to be demonstrated prior to development, or an appropriate flood evacuation plan approved. As the site is not currently in use any development would result in a greater impact on emissions and use of resources. Development of the site would result in introduction of a nature area but it is currently an open largely undeveloped site and development would bring about the addition of built form which may have negative impacts. The site is largely undeveloped land and loss to commercial use would have negative impacts on land use, flood risk and pollution, with increased exposure and contribution to noise and air impacts.
Possible Mitigation: Mitigation could include sustainable construction, flood risk mitigation, improved sustainable travel links and planting, as well as noise attenuation measures.	

SN2/008: Land at Hithermoor Quarry Leylands Lane							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	0	0	0	0	0	0	No housing use proposed on site. Economic use proposed with limited impact on housing identified.
2. Health	0	0	0	0	0	0	No particular benefits or dis-benefits identified if taken forward for employment use. The site promoter has indicated that the site could include an area of open space for public use however is not in a particularly sustainable location so is likely to result in additional car use.
3. Flood risk	-	0	-	-	-	0	No flood risk but potential loss of permeable land if developed for commercial use. Possible surface water and ground water flood risk.
4. Land and Soil	-	0	-	-	-	-	Site possibly contaminated due to history of the site (would require decontamination, which could be considered a benefit). The site is greenfield land and would not result in the efficient use of urban land.
5. Pollution	-	0	-	-	--	--	All of Spelthorne is an AQMA. The proposed developments would result in more people moving around and associated noise impacts. Site significantly affected by noise from Heathrow Airport and M25, plus close to main junction. Likely to be affected by air pollution too.
6. Biodiversity	-	0	-	-	-	-	Loss of green space if developed for commercial use and not restored. No habitats or biodiversity designations but condition of land would suggest some loss of habitats.
7. Heritage	0	0	0	0	0	0	No impacts on heritage assets identified.
8. Open space and landscape.	-	0	-	-	-	-	The site does not perform an open space role however it is part of the open landscape as is Green Belt

							land for restoration following mineral workings. The site promoter has indicated that the site could include an area of open space for public use.
9. Transport	-	0	-	-	-	-	Not a particularly sustainable location so would rely on car ownership. Movement of cargo and employee movements would result in additional vehicle movements. The site promoter has also identified the opportunity for a southern rail link to Heathrow to be incorporated into the site.
10. Economic Dev.	++	+	++	++	++	+	Provision of significant economic floorspace would result in benefits for the local economy and for the wider economic area.
11. Climate Change	-	0	-	-	-	-	Impact of development upon energy and climate change is dependent upon opportunities for either renewable energy provision or energy efficiency measures. The site has the potential and is of sufficient size to incorporate renewable energy technologies. Development of the site is likely to increase emissions of greenhouse gases overall as a result of the impacts of construction and occupation, particularly given the significant amount of development proposed. Emissions likely to increase across the borough without appropriate mitigation such as sustainable construction, energy reduction schemes and low carbon technology.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
-	Summary: Mixed performance against the SA framework – the site performs well against economic objectives with the creation of new employment opportunities and positive economic impacts, however largely negative impacts are expected on environmental objectives due to the site being undeveloped greenfield land. The site does not offer the opportunity for housing development therefore impacts are neutral on this objective. Loss of the restoration scheme would result in the potential loss of large-scale open space provision for biodiversity.						
Possible Mitigation: Mitigation could include sustainable construction, an area of open space as proposed and environmental improvements.							

SN4/001: Land at Spout Lane

	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	0	0	0	0	0	0	Economic development scheme promoted by the landowner
2. Health	0	0	0	0	0	0	The site is already in commercial use and limited benefits or disbenefits have been identified from redevelopment.
3. Flood risk	-	0	-	-	-	-	No flood risk but potential loss of permeable land if area south of warehouse is permeable.
4. Land and Soil	0	0	0	0	0	0	Much of site previously developed already. Site could be contaminated due to history of the site (would require decontamination, which could be considered a benefit). The site is already developed to a certain extent therefore redevelopment is likely to have a similar impact.
5. Pollution	-	0	-	-	--	--	All of Spelthorne is an AQMA therefore development could exacerbate wider impacts in Spelthorne. Site significantly affected by noise from Heathrow Airport and M25, plus close to main junction. Likely to be affected by air pollution too. Enclosed buildings could mitigate impacts for employees. The site is not promoted for residential use therefore this limits the extent of impacts.
6. Biodiversity	0	0	0	0	0	0	Site unlikely to support habitats or biodiversity.
7. Heritage	0	0	0	0	0	0	Limited impacts on the historic environment anticipated
8. Open space and landscape.	0	0	0	0	0	0	Open land to south of warehouse is commercial in character and does not contribute to landscape. Redevelopment to a more intensive use could alter the character.
9. Transport	-	0	-	-	-	-	Not a particularly sustainable location so likely to rely on car ownership for employees. Intensification could increase HGV movements.
10. Economic Dev.	+	0	+	+	+	+	Some economic/employment benefit but site already in commercial use.
11. Climate Change	0	0	0	0	0	0	The development of the site could provide an opportunity to incorporate renewable or low carbon energy sources however this would be on a small scale and would be balanced by the likely increase in air pollution locally.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and

							likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
0/-	Summary: Redevelopment to a more intensive commercial use would bring about positive impacts on the economy, however as the site is largely already in commercial use impacts are largely expected to be neutral. There could however be a higher amount of HGV movements and resource use with further development.						
Possible Mitigation: Mitigation could include sustainable construction, improved sustainable travel links and planting, as well as noise attenuation measures.							

SS1/002: White House Kingston Road							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	++	0	++	++	++	+	The site would contribute to meeting housing need. Housing put forward some of which would be affordable housing.
2. Health	+	0	+	+	+	+	Potential loss of some green space if the Green Belt part of the site were developed. The site is considered to be well connected with a number of services within the preferred maximum walking distance. The site is across the road from a bus stop. The site could benefit from proposals set out in the Spelthorne LCWIP which would promote healthy lifestyles.
3. Flood risk	-	0	-	-	-	-	Site within flood zone 2. Potential loss of permeable land and introduction of hardstanding will impact drainage on site. Although this can be mitigated through permeable surfaces this is unlikely to fully mitigate compared to undeveloped land.
4. Land and Soil	0	0	0	0	0	0	Much of site previously developed already. Site could be contaminated due to history of the site and would require decontamination which could be considered a benefit.
5. Pollution	-	0	-	-	-	-	All of Spelthorne is an AQMA therefore development could exacerbate wider impacts in Spelthorne. Site is somewhat affected by air pollution as it is located at the junction of Ashford Road and Kingston Road. Likely to be affected by noise pollution too.
6. Biodiversity	0	0	0	0	0	0	Limited biodiversity role on site

7. Heritage	0	0	0	0	0	0	Limited impacts on the historic environment anticipated. Locally listed building now demolished.
8. Open space and landscape.	0	0	0	0	0	0	Potential loss of open land if any part of the site within the Green Belt is developed however this is reasonably small in scale and not considered to sway the scoring. Part of the Green Belt designated land contains development and has a limited landscape character contribtion. No habitats or biodiversity designations.
9. Transport	0	0	0	0	0	0	Th site is in a sustainable location but there is likely to be some reliance on the private car that would be greater than the existing use. The increase in private car use can contribute to congestion more widely but overall impacts are expected to be neutral.
10. Economic Dev.	+	0	+	0	0	0	Temporary employment and economic benefits from housing construction
11. Climate Change	0	0	0	0	0	0	The site is not currently in use so any development would have an impact on resources, emissions or carbon use. The development of the site could provide an opportunity to incorporate renewable or low carbon energy sources however this would be on a small scale and would be balanced by the likely increase in air pollution locally.
12. Water	-	0	-	-	-	-	Intensification of existing use likely to result in additional water consumption and construction may negatively impact water quality. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
0/-	Summary: The site is partly within strongly performing Green Belt. Given that it is Council-owned, there could be an opportunity for a higher proportion of affordable housing, but this would need to be weighed against the Green Belt impact and community reception. It has few to no non-absolute constraints, no loss of open space of recreation value and considered to be in a sustainable location. A high density residential scheme has potential to encroach into the Green Belt part of the site, but this depends on its layout and scale. Developing the Green Belt part of the site is unlikely to have a significant impact on the wider area as it would be seen in the context of the urban site it adjoins, containing large depot buildings.						
Possible Mitigation: Mitigation could include sustainable construction, improved sustainable travel links and planting, as well as noise attenuation measures.							

ST1/015: Land at Birch Green/ Staines Pumping Station (Site B) London Road							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation

1. Housing	+	0	+	+	+	+	The site would contribute to meeting housing need.
2. Health	-	0	-	-	-	-	Loss of green space but not publicly accessible. Local services generally beyond walking distances, not facilitating active modes of travel which promote healthy lifestyles. Close proximity to Crooked Billet roundabout with negative health impacts expected.
3. Flood risk	-	0	-	-	-	-	Site within flood zone 2. Loss of greenfield and replacement with hardstanding and impermeable surfaces will lead to an increase in flood risk. The site is adjacent to the River Ash and this will increase flood risk.
4. Land and Soil	-	0	-	-	-	-	No previous evidence of contamination on site. The site is undeveloped greenfield land and would not result in the efficient use of brownfield over greenfield.
5. Pollution	-	0	-	-	--	--	All of Spelthorne is an AQMA therefore development could exacerbate wider impacts in Spelthorne. Site significantly affected by air and noise pollution as it is n close proximity to A30, A308/Crooked Billet roundabout and M25 which means that air and noise pollution would be a significant issue for occupiers.
6. Biodiversity	-	0	-	-	-	0	Whilst the site does not hold any formal designations, development would result in the loss of open green fields/infrastructure.
7. Heritage	0	0	0	0	0	0	No impacts on heritage assets identified
8. Open space and landscape.	-	0	-	-	-	-	Loss of open green space but not publicly accessible. Part of a wider area of green space located along the A30 which does provide some landscape amenity.
9. Transport	0	0	0	0	0	0	Site close to the A30, A308 and M25. This is likely to encourage reliance on private cars as there is currently none on site however the site of limited size and is reasonably close to Staines town centre which may facilitate active travel.
10. Economic Dev.	+	0	+	0	0	0	Temporary employment and economic benefits from housing construction
11. Climate Change	0	0	0	0	0	0	Current use has little/no impact on resources, emissions or carbon use but the proposed use provides an opportunity to incorporate renewable or low carbon energy sources and promote sustainable

							development to tackle climate change.
12. Water	-	0	-	-	-	-	Proposed use would result in additional water consumption. Groundwater may be contaminated, and development would be expected to decontaminate. The site is adjacent to the River Ash so during the construction phase pollutants could pass into the water stream. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
-	Summary: The site is an open land (undeveloped green belt) between the River Ash and the Staines Bypass/A30. The site is in proximity to bus stops, the rail station, strategic road network and Staines. Work to transform the A30 Crooked Billet roundabout completed in February 2022 and will provide safe crossing points for pedestrians. Improved walking/cycling access into Staines town centre would provide opportunities for healthy lifestyles. Development would also result in the loss of open undeveloped land and would likely have negative environmental impacts.						
Possible Mitigation: Mitigation could include sustainable construction, improved sustainable travel links and planting, as well as noise attenuation measures.							

ST1/016: Land at Birch Green/ Staines Pumping Station (Site C) London Road							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	+	0	+	+	+	+	The site would contribute to meeting housing need.
2. Health	-	0	-	-	-	-	Loss of open space which is not publicly accessible. Site located close to Crooked Billet roundabout which is identified as being of high pollution therefore could negatively impact health. This is also likely to negatively impact wellbeing. Services are generally within walking distance.
3. Flood risk	-	0	-	-	-	-	The site is within flood zone 2 and 3. Potential groundwater and surface water flood risk on site. Loss of green field and replacement with hardstanding and impermeable surfaces will lead to an increase in flood risk. This may not be able to be sufficiently mitigated to be acceptable for residential uses.
4. Land and Soil	-	0	-	-	-	-	The site is within flood zone 2 and 3. Potential groundwater and surface water flood risk on site. Loss of green field and replacement with hardstanding and impermeable surfaces will lead to an increase in flood risk. This may not be able to be sufficiently mitigated to be acceptable for residential uses.

5. Pollution	-	0	-	-	--	--	All of Spelthorne is an AQMA therefore development could exacerbate wider impacts in Spelthorne. Site significantly affected by air and noise pollution as it is n close proximity to A30, A308/Crooked Billet roundabout and M25 which means that air and noise pollution would be a significant issue for occupiers.
6. Biodiversity	-	0	-	-	-	0	Loss of open green space but no particular habitat or biodiversity value.
7. Heritage	0	0	0	0	0	0	No impacts on heritage assets identified
8. Open space and landscape.	-	0	-	-	-	-	Loss of open green space but not publicly accessible. Part of a wider area of green space located along the A30 which does provide some landscape amenity.
9. Transport	0	0	0	0	0	0	Site close to the A30, A308 and M25. This is likely to encourage reliance on private cars as there is currently none on site however the site of limited size and is reasonably close to Staines town centre which may facilitate active travel.
10. Economic Dev.	+	0	+	0	0	0	Temporary employment and economic benefits from housing construction.
11. Climate Change	0	0	0	0	0	0	Current use has little/no impact on resources, emissions or carbon use but the proposed use provides an opportunity to incorporate renewable or low carbon energy sources and promote sustainable development to tackle climate change.
12. Water	-	0	-	-	-	-	Proposed use would result in additional water consumption, although groundwater may be contaminated and development would be expected to decontaminate. The site adjoins the River Ash and development could negatively impact water quality with run off into the watercourse.
-	Summary: The site is primarily an open field but trees are situated in the southern part and along the northern boundary. It is undeveloped Green Belt. The site is in proximity to bus stops, the rail station, strategic road network and Staines. Work to transform the A30 Crooked Billet roundabout completed in February 2022 and will provide safe crossing points for pedestrians. Improved walking/cycling access into Staines town centre would provide opportunities for healthy lifestyles. Development would also result in the loss of open undeveloped land and would likely have negative environmental impacts.						
Possible Mitigation: Mitigation could include sustainable construction, improved sustainable travel links and planting, as well as noise attenuation measures.							

ST1/017: Hengrove Farm London Road							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	++	0	++	++	++	+	The site would contribute a significant amount to meeting housing need. The landowner has indicated that the site could accommodate 750 units therefore a range of community needs could be met.
2. Health	0	0	0	0	0	0	The site is big enough to accommodate some health infrastructure and open space. Development of the site is unlikely to address inequalities of the population. The loss of open space, although not publicly accessible, may negatively impact well-being.
3. Flood risk	-	0	-	-	-	-	The site is not within a flood risk area however development would result in the loss of open permeable land. Moderate groundwater flood risk on site.
4. Land and Soil	-	0	-	-	-	-	The site is undeveloped greenfield land and would not result in the efficient use of brownfield over greenfield.
5. Pollution	-	0	-	-	--	--	All of Spelthorne is an AQMA. Site not located in proximity to any generators of significant noise or air pollution but redevelopment would increase pollutants and car use given its size. The introduction of further residential development along the A30 may increase exposure to noise and air pollution
6. Biodiversity	-	0	-	-	-	-	Loss of green space. No specific habitats or biodiversity designations however the is likely to perform some biodiversity role as it is open undeveloped land.
7. Heritage	0	0	0	0	0	0	No significant impacts on heritage assets, however the site is an area of high archaeological potential. Investigation required.
8. Open space and landscape.	--	0	-	--	--	--	Loss of considerable area of open space and landscape character that is not publicly accessible across its full extent but is highly visible from many vantage points. The site forms part of the wider strategic Green Belt. Mitigation would include boundary enhancements.
9. Transport	-	0	-	-	-	-	The site is reasonably well connected with a bus stop and most services within walking distance. This may encourage more sustainable modes of travel.

							Development would however significantly increase the number of cars and could negatively impact congestion along the A30. Given the large size of the site it could potentially accommodate small scale local services which would reduce the need to travel but with the overall level of development negative impacts are expected.
10. Economic Dev.	+	0	+	+	+	0	Temporary employment and economic benefits from housing construction associated with the phasing of development.
11. Climate Change	-	0	-	-	-	-	Impact of development upon energy and climate change is dependent upon opportunities for either renewable energy provision or energy efficiency measures. The site has the potential and is of sufficient size to incorporate renewable energy technologies. Development of the site is likely to increase emissions of greenhouse gases overall as a result of the impacts of construction and occupation, particularly given the significant number of units proposed. Emissions likely to increase across the borough without appropriate mitigation such as sustainable construction, energy reduction schemes and low carbon technology.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
0/-	Summary: The site has been promoted for residential use and given the large size of the site is could potentially meet a significant proportion of housing need. Services are generally within walking distance as most are within Ashford or Staines. Various small scale community infrastructure would be expected to be delivered on a site of this size. Impacts are largely negative due to the loss of a large area of open greenfield land.						
Possible Mitigation: Mitigation could include improved sustainable transport links to reduce pollution, sustainable construction and management of properties could reduce emissions and pollution.							

ST1/028: Leacroft Centre Leacroft							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	++	0	++	++	++	+	Potential housing provision on site to meet community needs. Potential for mixed-use development, subject

							to Surrey County Council service review.
2. Health	+	0	+	+	+	0	The site is located in the urban area with services within Staines and public transport links within walking distance, facilitating healthy lifestyles. The River Thames path is also in close proximity to the site which may provide the opportunity for leisure uses to benefit well-being. Redevelopment would put additional pressure on local facilities however but there may be opportunities to provide community/retail facilities on the ground floor and regeneration the premises, or relocate off site at a higher quality. The closest open space is approximately 800m away which is within the desirable walking distance.
3. Flood risk	-	0	-	-	-	-	Although the site is already developed with impermeable hardstanding, it is at high risk of flooding and developing the site for residential would introduce a more vulnerable use and possible negtaive impacts. The site is close to the River Ash. Mitigation and a suitable layout would be required.
4. Land and Soil	+	0	+	+	+	+	The site is occupied by previously developed land therefore would avoid developing greenfield land. The site is in an urban location so could achieve a high density.
5. Pollution	0	0	0	0	0	-	All of Spelthorne is an AQMA therefore development could exacerbate wider impacts in Spelthorne. Location on Staines High Street is likely to encourage active travel. The existing use already generates movements. This is however a sustainable site in reasonably close proximity to public transport.
6. Biodiversity	0	0	0	0	0	0	No positive or negative impacts identified on biodiversity.
7. Heritage	0	0	0	0	0	0	Site is located a short distance away from the Staines-Upon-Thames Conservation Area. With a series of Locally Listed buildings throughout the High Street. In the immediate context there are very few Statutorily Listed Buildings. The site itself is a Locally Listed building and this will need to be considered in the design in order to maintain the character of the area.

8. Open space and landscape.	0	0	0	0	0	0	No positive or negative impacts identified on the Borough's landscape character or open space. The site is already developed and located within the urban area.
9. Transport	+	0	+	+	+	0	The site is in the urban area. Most services generally within the preferred maximum walking distance with Staines Bus Station 400m walk.
10. Economic Dev.	+	0	+	0	0	0	Temporary employment and economic benefits from housing construction. The site is located within the urban area and in close proximity to local businesses within Staines, therefore could boost local labour supply and also boost the town centre vibrancy at off peak times. Redevelopment to retain an active retail frontage would positively impact economy.
11. Climate Change	0	0	0	0	0	0	Potential increase in emissions but opportunity to retrofit against the future impact of climate change. Opportunity to promote energy efficiency and renewable/low carbon technologies.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
+/0	Summary: The site is in a sustainable urban location with good links to the local services in Staines, in turn bringing about positive impacts on housing, transport and land use. Given the character of the wider area, the site should be able to accommodate density development. A high quality design would contribute to the regeneration of Staines Town Centre. The site is urban PDL therefore limited negative impacts are expected on the environment.						
Possible Mitigation: Mitigation could include land remediation, permeable surfaces, improved sustainable travel links and planting.							

ST1/029: Surrey CC Buildings Burges Way							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	++	0	++	++	++	+	Potential housing provision on site within a mixed-use development, although retaining community uses would reduce the quantum of residential units that could be provided.
2. Health	+	0	+	+	+	0	Well-located site within urban area, close to local services. This is likely to encourage healthy lifestyles. Adjacent to Staines Park and a couple of minutes' walk to

							Spelthorne Leisure Centre for local recreation facilities. Redevelopment would put additional pressure on local facilities however but there may be opportunities to provide community/retail facilities on the ground floor and regeneration the premises, or relocate off site at a higher quality.
3. Flood risk	-	0	-	-	-	-	Although the site is already developed with impermeable hardstanding, it is at high risk of flooding and developing the site for residential would introduce a more vulnerable use and possible negtaive impacts over time. Mitigation and a suitable layout would be required.
4. Land and Soil	+	0	+	+	+	+	The site is occupied by previously developed land therefore would avoid developing greenfield land. The site is in an urban location so could achieve a high density.
5. Pollution	0	0	0	0	0	-	All of Spelthorne is an AQMA therefore development could exacerbate wider impacts in Spelthorne. Location on the site is likely to encourage active travel. The existing use already generates movements. This is however a sustainable site in reasonably close proximity to public transport.
6. Biodiversity	0	0	0	0	0	0	No positive or negative impacts identified on biodiversity.
7. Heritage	0	0	0	0	0	0	No positive or negative impacts identified on the historic environment.
8. Open space and landscape.	0	0	0	0	0	0	No positive or negative impacts identified on the Borough's landscape character or open space. The site is already developed and located within the urban area.
9. Transport	+	0	+	+	+	0	The site is located within close proximity to local services in Staines and nearby bus routes, plus walking distance to train station.
10. Economic Dev.	+	0	+	0	0	0	Temporary benefits from housing construction. Potential redevelopment would be contingent on identifying a suitable location for Surrey County Council health offices and parking provision and the scout building to the south of the site. Review of Surrey County Council services will inform potential future uses
11. Climate Change	0	0	0	0	0	0	Potential increase in emissions but opportunity to retrofit against the future impact of climate change. Opportunity to promote energy

							efficiency and renewable/low carbon technologies.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
+	Summary: The site is in a sustainable urban location with good links to the local services in Staines, in turn bringing about positive impacts on housing, transport and land use. The site is urban PDL therefore limited negative impacts are expected on the environment.						
Possible Mitigation: Mitigation could include land remediation, permeable surfaces, improved sustainable travel links and planting.							

ST1/030: Fairways Day Centre Knowle Green							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	++	0	++	++	++	+	Potential housing provision on site within a mixed use development, although retaining community uses would reduce the quantum of residential units that could be provided
2. Health	+	0	+	+	+	0	Well-located site within urban area, close to local services. This is likely to encourage healthy lifestyles. Near to Staines Park and opposite Spelthorne Leisure Centre for local recreation facilities. Redevelopment would put additional pressure on local facilities however but there may be opportunities to provide community/retail facilities on the ground floor and regeneration the premises, or relocate off site at a higher quality.
3. Flood risk	-	0	-	-	-	-	Although the site is already developed with impermeable hardstanding, it is at high risk of flooding and developing the site for residential would introduce a more vulnerable use and possible negtaive impacts over time. Mitigation and a suitable layout would be required.
4. Land and Soil	+	0	+	+	+	+	The site is occupied by previously developed land therefore would avoid developing greenfield land. The site is in an urban location so could achieve a high density.
5. Pollution	0	0	0	0	0	-	All of Spelthorne is an AQMA therefore development could exacerbate wider impacts in Spelthorne. The existing use already generates movements. This

							is however a sustainable site in reasonably close proximity to public transport and will encourage active travel.
6. Biodiversity	0	0	0	0	0	0	No positive or negative impacts identified on biodiversity.
7. Heritage	0	0	0	0	0	0	No positive or negative impacts identified on the historic environment.
8. Open space and landscape.	0	0	0	0	0	0	No positive or negative impacts identified on the Borough's landscape character or open space. The site is already developed and located within the urban area.
9. Transport	++	0	++	++	++	0	The site is located within close proximity to local services in Staines and nearby bus routes, plus walking distance to train station.
10. Economic Dev.	+	0	+	0	0	0	Temporary benefits from housing construction. Potential redevelopment would be contingent on identifying a suitable location for day centre. Review of Surrey County Council services will inform potential future uses
11. Climate Change	0	0	0	0	0	0	Potential increase in emissions but opportunity to retrofit against the future impact of climate change. Opportunity to promote energy efficiency and renewable/low carbon technologies.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
+	Summary: The site is in a sustainable urban location with good links to the local services in Staines. The site is urban PDL therefore limited negative impacts are expected on the environment. The site could accommodate mixed use by combining residential with community uses, especially if combined with other nearby sites within public ownership.						
Possible Mitigation: Mitigation could include land remediation, permeable surfaces, improved sustainable travel links and planting.							

ST1/031: Thameside Arts Centre Wyatt Road							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	++	0	++	++	++	+	Potential housing provision on site. Potential for mixed use scheme. Redevelopment is however dependent upon the re-provision of community services by Surrey County Council at an alternative location

2. Health	+	0	+	+	+	0	Well-located site within urban area, close to local services. This is likely to encourage healthy lifestyles. Staines Park is within a 10 minute walk which could positively impact well-being. To avoid the loss of the existing community use, Surrey County Council will need to relocate the existing use but this provides the opportunity to upgrade services and premises to a higher quality.
3. Flood risk	-	0	-	-	-	-	Although the site is already developed with impermeable hardstanding, it is within flood zone 2 and developing the site for residential would introduce a more vulnerable use and potentially more negative impacts over time. A flood risk assessment is therefore required and a dry means of escape would need to be demonstrated. Mitigation and a suitable layout would be required.
4. Land and Soil	+	0	+	+	+	+	The site is occupied by previously developed land therefore would avoid developing greenfield land. Part is however occupied by a small, grassed area. The site is in an urban location so could achieve a high density.
5. Pollution	0	0	0	0	0	-	All of Spelthorne is an AQMA therefore development could exacerbate wider impacts in Spelthorne. Car movements could increase but this is a sustainable site in close proximity to public transport. and would encourage active travel. The existing use already generates movements.
6. Biodiversity	0	0	0	0	0	0	No positive or negative impacts identified on biodiversity.
7. Heritage	-	0	-	-	-	-	The building is locally listed therefore redevelopment could potentially harm the asset or its setting. If redeveloped, the current building could be converted to avoid the loss of the heritage asset of local importance.
8. Open space and landscape.	0	0	0	0	0	0	No positive or negative impacts identified on the Borough's landscape character or open space. The site is already developed and located within the urban area.
9. Transport	+	0	+	+	+	0	The site is located within close proximity to local services in Staines and nearby bus routes, plus walking distance to the train station.
10. Economic Dev.	+	0	+	0	0	0	Temporary benefits from housing construction. Potential redevelopment would be contingent

							on identifying a suitable location for the Cadets building and Thameside Centre which currently operates as a training centre and hot-desking space. Review of Surrey County Council services will inform potential future uses
11. Climate Change	0	0	0	0	0	0	Potential increase in emissions but opportunity to retrofit against the future impact of climate change. Opportunity to promote energy efficiency and renewable/low carbon technologies.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
+	Summary: The site is in a sustainable urban location close to transport facilities. The surrounding residential character is mixed with dwelling houses and flats present. As such, high density flatted development is likely to be appropriate. The site is likely to be too small to be able to accommodate mixed use or infrastructure. Development would be dependent upon the Surrey County Council service review and the potential relocation of the current community uses on site. he site is urban PDL therefore limited negative impacts are expected on the environment.						
Possible Mitigation: Mitigation could include land remediation, permeable surfaces, improved sustainable travel links and planting.							

ST1/036: Universal Tyre Co Ltd Laleham Road							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	+	0	+	+	+	+	The site would contribute to meeting housing need.
2. Health	+	0	+	+	+	+	Well-located site within urban area, close to local services in the town centre. This is likely to encourage healthy lifestyles. Staines Park is within walking distance, as is the River Thames towpath which could positively enhance wellbeing
3. Flood risk	-	0	-	-	-	-	The site is within flood zone 3a. A flood risk assessment is therefore required and a dry means of escape would need to be demonstrated. Permeable surfaces and SUDs could be included to mitigate any surface water flooding.
4. Land and Soil	+	0	+	+	+	+	The site is occupied by previously developed land therefore would avoid developing greenfield land. The site is in an urban location close to the town centre so could achieve a high density.

5. Pollution	0	0	0	0	0	-	No specific noise or air quality impacts identified. The existing use already generates car movements, however the site is close to the town centre so pollution levels not expected to be significantly affected. There could be a minor negative impact additional properties facing Laleham Road.
6. Biodiversity	0	0	0	0	0	0	No positive or negative impacts identified on biodiversity.
7. Heritage	0	0	0	0	0	0	No positive or negative impacts identified on the historic environment. The site in close proximity to St Peters Church opposite which is Grade II listed. Care would need to be taken to maintain the setting, however the existing building on site is not considered to positively enhance the wider area.
8. Open space and landscape.	0	0	0	0	0	0	No positive or negative impacts identified on the Borough's landscape character or open space. The site is already developed and located within the urban area.
9. Transport	++	0	++	++	++	0	The site is located within close proximity to local services in Staines and nearby bus routes, plus walking distance to the train station.
10. Economic Dev.	-	0	-	-	-	-	Temporary employment and economic benefits from housing construction. The site is currently occupied by a commercial use therefore jobs would be lost if an alternative location could not be identified.
11. Climate Change	0	0	0	0	0	0	Potential increase in emissions but opportunity to retrofit against the future impact of climate change. Opportunity to promote energy efficiency and renewable/low carbon technologies.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
+	Summary: The site scores positively against housing, health, land quality and transport as it is sustainably located within an area of predominantly residential character and close to local services. The site scores negatively against water and flooding objectives as is within flood zone 3a, as is the surrounding area. As such a safe means of escape must be demonstrated if it is to be redeveloped for residential use. The loss of employment on site has negative impacts, therefore an alternative location for this use needs to be identified.						
Possible Mitigation: A sensitive design will be required so that it can be integrated with the wider character.							

ST1/037: Thameside House South Street							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	++	0	++	++	++	++	Potential housing provision on site at a high density to make a significant contribution to housing needs.
2. Health	0	0	0	0	0	0	Well located site within Staines Town Centre, close to local services. This is likely to encourage healthy lifestyles Close to Thames Path, Staines Park and Spelthorne Leisure Centre. Proximity to main road and rail line could have impact however these could be mitigated with attenuation measures. The number of units proposed is likely to put pressure on health facilities.
3. Flood risk	-	0	-	-	-	-	Although the site is already developed with impermeable hardstanding its previous use was as an office building therefore conversion into housing would bring in a more vulnerable use. Suitable mitigation and design required.
4. Land and Soil	++	0	++	++	++	++	The site is occupied by previously developed land therefore would avoid developing greenfield land. The site is in an urban location so could achieve a high density. No contamination identified. The site is currently vacant therefore redevelopment would help to bring it back into use.
5. Pollution	-	0	-	-	-	-	Site is located close to main road through Staines Town centre and next to railway bridge. Both of these will impact on future occupiers. Mitigation would need to be included within the design and construction, such as noise attenuation.
6. Biodiversity	0	0	0	0	0	0	No positive or negative impacts identified on biodiversity.
7. Heritage	0	0	0	0	0	0	No positive or negative impacts identified on the historic environment.
8. Open space and landscape.	0	0	0	0	0	0	No positive or negative impacts identified on the Borough's landscape character or open space. The site is already developed and located within the urban area.
9. Transport	++	0	++	++	++	+	The site is located within close proximity to local services in Staines town centre and nearby bus routes, plus walking distance to the train station. The town centre

							location is considered to provide signficant benefits to sustainable transport links and provides the opportunity to further improve connectivity between sites and services.
10. Economic Dev.	+	0	+	+	+	+	The site is an office building however it would appear that this is not occupied as such. Opportunity for a mixed use residential/commercial scheme. Temporary construction benefits.
11. Climate Change	0	0	0	0	0	0	Potential increase in emissions but opportunity to retrofit against the future impact of climate change. Opportunity to promote energy efficiency and renewable/low carbon technologies.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
+	Summary: The site scores positively against housing, land quality and transport as it is sustainably located within Staines Town Centre, close to local services. The site scores negatively against water and flooding objectives as is within flood zone 3a and flood zone 2, as is the surrounding area. Development will likely increase pressure on local services. As such a safe means of escape must be demonstrated if it is to be redeveloped for residential use. Redevelopment to residential and a mixed commercial scheme would help to bring back into use a currently vacant building.						
Possible Mitigation: A sensitive design will be required so that it can be integrated with the wider character. Flood risk mitigation required.							

ST1/041: Land South of Staines Reservoir London Road							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	+	0	+	+	+	+	The site would contribute to meeting housing need.
2. Health	0	0	0	0	0	0	Reasonably sustainable location with access to Staines town centre. This could boost sustainable travel but as the site is located along the A30, this may dissuade walking and cycling through safety concerns therefore increasing vehicle use.
3. Flood risk	-	0	-	-	-	-	The site is not within a flood risk area however development would result in the loss of open permeable land. Moderate groundwater flood risk on site.

4. Land and Soil	-	0	-	-	-	-	Loss of open greenfield land and would not result in the efficient use of brownfield land over greenfield.
5. Pollution	-	0	-	-	-	-	All of Spelthorne is an AQMA therefore development could exacerbate wider impacts in Spelthorne. Site is affected by noise and air pollution from the A30
6. Biodiversity	-	0	-	-	-	0	Loss of green space. No specific habitats or biodiversity designations however the is likely to perform some biodiversity role as it is open undeveloped land.
7. Heritage	0	0	0	0	0	0	No positive or negative impacts identified on the historic environment.
8. Open space and landscape.	-	0	-	-	-	-	Loss of open green space and landscape character but not public.
9. Transport	0	0	0	0	0	0	The site is reasonably well connected with a bus stop and most services within walking distance. This may encourage more sustainable modes of travel. Development would potentially increase the number of cars along the A30 and the busy road way discourage walking and cycling. Improved connectivity could help to boost active travel over time.
10. Economic Dev.	+	0	+	+	+	0	Temporary employment and economic benefits from housing construction. An alternative employment use has also been promoted by the landowner which would have positive impacts on local employment.
11. Climate Change	0	0	0	0	0	0	The current use does not have an impact on resources, emissions or carbon use and redevelopment would likely increase resource use. Impacts could potentially be mitigated through sustainable construction. The site could potentially incorporate renewable and low carbon energy.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
-/0	Summary: The site would help to contribute to meeting housing needs in a reasonably sustainable location, however its close proximity to the A30 may discourage active travel. The site is undeveloped greenfield land and development would likely have negative impacts on the environment (loss of permeable surfaces, increased resource use and loss of open land for biodiversity). Development						

	would also alter the local landscape and setting of the reservoir, bringing about a change in the landscape.
Possible Mitigation: Mitigation could include improved sustainable transport links and sensitive design with adequate boundary treatment to protect the wider Green Belt. Sustainable construction and management of properties could reduce emissions and pollution.	
ST1/042: 273-275 London Road	

	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	+	0	+	+	+	+	The site would contribute to meeting housing need.
2. Health	0	0	0	0	0	0	Reasonably sustainable location with access to Staines town centre. This could boost sustainable travel but as the site is located along the A30, this may dissuade walking and cycling through safety concerns therefore increasing vehicle use.
3. Flood risk	0	0	0	0	0	0	The site is not within flood risk areas but there is low level surface water and ground water flood risk on site. The site is fully laid-to hardstanding and therefore there is potential to replace with permeable surfaces.
4. Land and Soil	+	0	+	+	+	+	The site is occupied by previously developed land therefore would avoid developing greenfield land. The site is not in agricultural use. The site is potentially contaminated due to the current vehicle storage/ can hire use, therefore development may enable remediation. The site is in an urban location so could achieve medium to high density, subject to overcoming the previous concerns.
5. Pollution	-	0	-	-	-	-	All of Spelthorne is an AQMA therefore development could exacerbate wider impacts in Spelthorne. Noise and air quality impact from the A30 so may require mitigation as it would affect the quality of life for future residents. Car movements could increase but this is a sustainable site in close proximity to public transport.
6. Biodiversity	0	0	0	0	0	0	No positive or negative impacts identified on biodiversity.
7. Heritage	0	0	0	0	0	0	No positive or negative impacts identified on the historic environment.
8. Open space and landscape.	0	0	0	0	0	0	No positive or negative impacts identified on the Borough's landscape character or open space. The site is already developed and located within the urban area.

9. Transport	0	0	0	0	0	0	The site is reasonably well connected with a bus stop and most services within walking distance. This may encourage more sustainable modes of travel. Development would potentially increase the number of cars along the A30 and the busy road way discourage walking and cycling. Improved connectivity could help to boost active travel over time.
10. Economic Dev.	+	0	+	0	0	0	Temporary employment and economic benefits from housing construction
11. Climate Change	0	0	0	0	0	0	Potential rise in impact on resources, emissions and carbon use. Impacts could potentially be mitigated through sustainable construction. The site could potentially incorporate renewable and low carbon energy but may be too small.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
+/0	Summary: The site is within the urban area and is in a reasonably sustainable location. Sustainable and active travel links could be improved to encourage the move away from private car use. The site is urban PDL therefore limited negative impacts are expected on the environment.						
Possible Mitigation: Mitigation could include land remediation, permeable surfaces, improved sustainable travel links and planting.							

ST1/043: Land East of 355 London Road							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	++	0	++	++	++	+	Opportunity to meet community needs through gypsy and traveller pitches. Historic under provision would be addressed through the development of this site.
2. Health	0	0	0	0	0	0	Reasonably sustainable location with access to Staines town centre. This could boost sustainable travel but as the site is located along the A30, this may dissuade walking and cycling through safety concerns therefore increasing vehicle use. The scheme itself does not provide the opportunity for the incorporation of health facilities or open space. More widely the site could provide the opportunity for improvements to

							active travel and bus services along A30/London Road.
3. Flood risk	-	0	-	-	-	-	Although the site is not in a flood risk area it is undeveloped greenfield land. The scheme should implement SuDS but unlikely to fully mitigate compared to undeveloped land.
4. Land and Soil	-	0	-	-	-	-	The site is undeveloped Green Belt and will result in built development on uncontaminated land. Development won't result in the efficient use of PDL over greenfield land.
5. Pollution	-	0	-	-	-	-	All of Spelthorne is an AQMA. The proposed developments would result in more people moving around and associated noise impacts. The site is adjacent to the A30 with exposure to pollution. The development would however likely increase the amount of noise for nearby existing properties. Mitigation could include more sustainable and active travel links and noise attenuation measures.
6. Biodiversity	-	0	-	-	-	-	The site is currently an unused area of land and its loss could have a negative impact on local biodiversity if existing vegetation is lost. Mitigation could include planting to encourage and protect biodiversity.
7. Heritage	0	0	0	0	0	0	No significant impacts on heritage assets. Southern boundary is an area of high archaeological potential.
8. Open space and landscape.	-	0	-	-	-	-	Development of the site would result in the loss of open greenfield land which forms part of the Borough's landscape. Loss would result in negative impacts and cumulatively would alter the wider character. Mitigation could include enhancements of the site's boundaries to protect the Green Belt role.
9. Transport	+	0	+	+	+	0	The site is reasonably well connected with a bus stop and most services within walking distance. This may encourage more sustainable modes of travel. Access to the strategic road network would benefit the travelling community.
10. Economic Dev.	0	0	0	0	0	0	Limited impacts on the economy identified.
11. Climate Change	0	0	0	0	0	0	Current use has little/no impact on resources, emissions or carbon use but the proposed use provides an opportunity to incorporate renewable or low carbon energy

							sources and promote sustainable development to tackle climate change.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
+/0	Summary: The provision of gypsy and traveller pitches would help to meet local needs that have historically not been met. This would result in a significant positive impact. The site is open greenfield land and loss to development could have negative environmental impacts. The site is somewhat separated from Staines by the A30 and Crooked Billet roundabout which may discourage active travel.						
Possible Mitigation: Mitigation could include improved sustainable travel links. Planting on site could positively impact biodiversity. Noise attenuation measures would help to address impacts from the A30. Boundary strengthening would help to address impacts on Green Belt and landscape.							

ST2/006: Builders Yard Gresham Road							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	++	0	++	++	++	++	Potential housing provision on site at a high density to make a significant contribution to housing needs.
2. Health	0	0	0	0	0	0	Well-located site within urban area, close to local services. This is likely to encourage healthy lifestyles. Staines Park and Spelthorne Leisure Centre are within a 10 minute walk which could positively impact well-being. The site does adjoin the rail line and so noise issues would be prevalent for future occupiers. Additional pressure expected on local services. Suitable mitigation could limit this.
3. Flood risk	-	0	-	-	-	-	The site is within flood zone 2 and requires a flood risk assessment. There is already hardstanding on the site and this could be replaced with more permeable surfaces. Development of housing would bring in a signficnt number of people into a more vulnerable use. Suitable mitigation and design required.
4. Land and Soil	++	0	+	++	++	++	The majority of the site is occupied by previously developed land therefore would avoid developing greenfield land. The site is in an urban location so could achieve a high density. There is likely to be

							contamination which could be remediated.
5. Pollution	-	0	-	-	-	-	All of Spelthorne is an AQMA therefore development may contribute to pollution for the wider area. The proposed developments would result in more people moving around and associated noise impacts. Site is located close to main road through Staines Town centre so is likely yo encourage active travel. The site is adjacentto railway bridge. Both of these will impact on future occupiers. Mitigation would need to be included within the design and construction, such as noise attenuation.
6. Biodiversity	0	0	0	0	0	0	No positive or negative impacts identified on biodiversity.
7. Heritage	0	0	0	0	0	0	No positive or negative impacts identified on the historic environment.
8. Open space and landscape.	0	0	0	0	0	0	No positive or negative impacts identified on the Borough's landscape character or open space. The site is already developed and located within the urban area.
9. Transport	++	0	++	++	++	+	The site is located within close proximity to local services in Staines town centre and nearby bus routes, plus walking distance to the train station. The town centre location is considered to provide signficant benefits to sustainable transport links and provides the opportunity to further improve connectivity between sites and services.
10. Economic Dev.	++	0	++	++	++	+	The site is located within close proximity to local services in Staines town centre and nearby bus routes, plus walking distance to the train station. The town centre location is considered to provide signficant benefits to sustainable transport links and provides the opportunity to further improve connectivity between sites and services.
11. Climate Change	0	0	0	0	0	0	The current use would already have an impact on resources, emissions and carbon use and redevelopment is unlikely to significantly increase resource use. Impacts could potentially be mitigated through sustainable construction. The site has a number of heavy goods vehicles moving in and out of the site.

12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
+	Summary: The site scores positively against housing land quality and transport as it is sustainably located within Staines Town Centre, close to local services. The number of units proposed is likely to put pressure on health facilities. The site scores negatively against employment, pollution and water use.						
Possible Mitigation: Mitigation could include relocation of the existing commercial use, sustainable construction and the incorporation of energy efficiency measures, as well as noise attenuation measures. A sensitive design will be required so that it can make a positive contribution to the wider area.							

ST2/025: Manse and associated land to the rear of Staines Congregational Church Stainash Crescent							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	+	0	+	+	+	+	Potential housing provision on site. The site promoter has indicated that social rented housing could be accommodated to meet specific needs.
2. Health	+	0	+	+	+	+	Well-located site within urban area, close to local services. This is likely to encourage healthy lifestyles. Near to Staines Park and Spelthorne Leisure Centre for local recreation facilities.
3. Flood risk	-	0	-	-	-	-	Although the site is already developed with impermeable hardstanding, it is also at risk of flooding (flood zone 2) and is adjacent to the River Ash. Developing the site for residential would introduce a more vulnerable use. Mitigation and a suitable layout would be required.
4. Land and Soil	+	0	+	+	+	+	The site is occupied by previously developed land therefore would avoid developing greenfield land. The site is in an urban location so could achieve a high density, subject to local character considerations.
5. Pollution	0	0	0	0	0	-	No specific noise or air quality impacts identified. Car movements could increase but this is a sustainable site in close proximity to public transport. All of Spelthorne is an AQMA therefore development may contribute to pollution for the wider area.
6. Biodiversity	0	0	0	0	0	0	No positive or negative impacts identified on biodiversity.

7. Heritage	0	0	0	0	0	0	No positive or negative impacts identified on the historic environment.
8. Open space and landscape.	0	0	0	0	0	0	No positive or negative impacts identified on the Borough's landscape character or open space. The site is already developed and located within the urban area.
9. Transport	+	0	+	+	+	0	The site is located within close proximity to local services in Staines and nearby bus routes, plus walking distance to train station.
10. Economic Dev.	+	0	+	0	0	0	Temporary employment and economic benefits from housing construction
11. Climate Change	0	0	0	0	0	0	The current use would already have an impact on resources, emissions and carbon use and redevelopment is unlikely to significantly increase resource use. Impacts could potentially be mitigated through sustainable construction, especially as the existing building is fairly old and not likely to be particularly energy efficient. The site could potentially incorporate renewable and low carbon energy.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
+	Summary: The site is in a sustainable urban location and would help to meet specific needs. The site has good access to public transport and local services, with close proximity to Staines town centre. The site is PDL therefore would result in an efficient use of brownfield land over greenfield land. The site is in flood zone 2 therefore suitable mitigation is required.						
Possible Mitigation: Flood risk mitigation and water efficiency measures.							

ST2/029: Cadline House Drake Avenue							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	+	0	+	+	+	+	A flatted housing scheme could be accommodated on site.
2. Health	+	0	+	+	+	+	Well-located site within urban area, close to local services. This is likely to encourage healthy lifestyles. Staines Park is within a 10 minute walk which could positively impact well-being. The site does is close to the rail line and so noise issues could impact future occupiers. Suitable mitigation could limit this.

3. Flood risk	-	0	-	-	-	-	Introducing residential development into this area would increase the number of properties at risk of flooding. A flood risk assessment is required.
4. Land and Soil	+	0	+	+	+	+	The majority of the site is occupied by previously developed land therefore would avoid developing greenfield land. The site is in an urban location so could achieve a high density. There is could be contaminated which could be remediated.
5. Pollution	-	0	-	-	-	-	All of Spelthorne is an AQMA and development would exacerbate pollution more widely. The proximity to the rail line means that there could be noise and air pollution impacts. The existing use generates noise and vehicle movements however such movements may increase as a result of re-development. The site is also neighbouring light industrial premises which could also create noise for residents.
6. Biodiversity	0	0	0	0	0	0	No positive or negative impacts identified on biodiversity.
7. Heritage	0	0	0	0	0	0	No positive or negative impacts identified on the historic environment.
8. Open space and landscape.	0	0	0	0	0	0	No positive or negative impacts identified on the Borough's landscape character or open space. The site is already developed and located within the urban area.
9. Transport	+	0	+	+	+	0	The site is located within close proximity to local services in Staines and nearby bus routes, plus walking distance to train station.
10. Economic Dev.	-	0	-	-	-	-	The site has existing employment present. The loss of this would be permanent. This could negatively impact the economic role of the site and wider Drake Avenue.
11. Climate Change	0	0	0	0	0	0	The current use would already have an impact on resources, emissions and carbon use and redevelopment is unlikely to significantly increase resource use. Impacts could potentially be mitigated through sustainable construction, especially as the existing building is fairly old and not likely to be particularly energy efficient. The site could potentially incorporate renewable and low carbon energy.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its

							quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
+	Summary: The site is in a sustainable urban location and would help to meet housing needs. The site has good access to public transport and local services, with close proximity to Staines town centre. The site is PDL therefore would result in an efficient use of brownfield land over greenfield land. The site is in flood zone 2 therefore suitable mitigation is required.						
Possible Mitigation: Flood risk mitigation and water efficiency measures.							

ST3/004: 34-36 (OAST House) /Car park Kingston Road							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	++	0	++	++	++	++	Potential housing provision on site at a high density to make a significant contribution to housing needs.
2. Health	+	0	+	+	++	+	The site is located in the urban area with services within Staines and public transport links within walking distance, facilitating healthy lifestyles. Redevelopment would put additional pressure on local facilities however there may be the opportunity for a community or health use on site, with increasingly positive impacts over time. The closest open space is more than a 10 minute walk away which is above the desirable walking distance. The site could however accommodate small scale open space Potential high rise development may negatively impact well-being and social exclusion however as the site is currently occupied by several vacant units redevelopment could reduce potential anti-social uses and fear of crime.
3. Flood risk	-	0	-	-	-	-	The site is partly within flood zone 2, therefore a flood risk assessment is required. Introducing residential development into this area would increase the number of properties at risk of flooding. Potential surface water flood risk on site. Redevelopment is likely to provide the opportunity to replace existing hard standing with permeable surfaces. Mitigation likely to overcome flood risk.
4. Land and Soil	++	0	++	++	++	++	The site is occupied by previously developed land in the urban area therefore would avoid developing

							greenfield land and would result in the efficient use of land. The site is not in agricultural use. Likely contamination from previous uses therefore investigation and remediation possibly required. The site is in an urban location so could achieve high density. Redevelopment would reduce the amount of vacant buildings in the area.
5. Pollution	-	0	-	-	-	-	All of Spelthorne is an AQMA. The proposed developments would result in more people moving around and associated noise impacts. Site is located close to main road through Staines Town centre and adjacent to the rail line. Both of these will impact on future occupiers. Mitigation would need to be included within the design and construction, such as noise attenuation.
6. Biodiversity	0	0	0	0	0	0	No particular biodiversity effects identified.
7. Heritage	-	0	-	-	-	0	The site is within an area of high archaeological potential. A Grade II listed building is present on part of the site (Oast House) therefore redevelopment may harm the asset and its setting. Sensitive design would be required.
8. Open space and landscape.	0	0	0	0	0	0	No positive or negative impacts identified on the Borough's landscape character or open space. The site is already developed and located within the urban area.
9. Transport	++	0	++	++	++	+	The site is located within close proximity to local services in Staines town centre and nearby bus routes, plus walking distance to the train station. The town centre location is considered to provide signficant benefits to sustainable transport links and provides the opportunity to further improve connectivity between sites and services.
10. Economic Dev.	+	0	+	0	0	0	Temporary employment and economic benefits from housing construction
11. Climate Change	0	0	0	0	0	0	Potential rise in impact on resources, emissions and carbon use. Impacts could potentially be mitigated through sustainable construction. The site could potentially incorporate renewable and low carbon energy.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and

							likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
+	Summary: The site scores positively against housing, health, land quality and transport as it is sustainably located within Staines Town Centre, close to local services. The site scores negatively against water and flooding objectives as is within flood zone 2, as is the surrounding area. Redevelopment to residential and a mixed commercial scheme would help to bring back into use a currently vacant building and could provide health facilities for the wider community.						
Possible Mitigation: Flood risk mitigation. A sensitive design will be required so that it can be integrated with the wider character.							

ST3/012: Staines Telephone Exchange Fairfield Avenue							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	++	0	++	++	++	++	Potential notable housing provision on site to meet community needs. Given the surrounding character of development there is likely to be potential for high density, high rise development which could provide a significant quantum of units however specific needs may not be met.
2. Health	0	0	0	0	0	0	The site is located in the urban area with services within Staines and public transport links within walking distance, facilitating healthy lifestyles. Redevelopment would put additional pressure on local facilities. The closest open space is more than 1km away which is above the desirable walking distance and potential high rise development may negatively impact well-being and social exclusion, however the town centre location and access to local services is likely to encourage healthy living and supports the 20 minute neighbourhood principle. Funding to enhance nearby facilities could help to boost local service provision.
3. Flood risk	-	0	-	-	-	-	The site is within flood zone 2, therefore a flood risk assessment is required. Potential surface water flood risk on site. The site is already developed therefore redevelopment is likely to provide the opportunity to replace existing hard standing with permeable surfaces. The introduction of a more vulnerable use will however result in more people at risk of flooding.

4. Land and Soil	+	0	+	+	+	+	The site is occupied by previously developed land in the urban area therefore would avoid developing greenfield land and would result in the efficient use of land. The site is not in agricultural use. Likely contamination from previous uses therefore investigation and remediation possibly required. The site is in an urban location so could achieve high density.
5. Pollution	0	0	0	0	0	-	All of Spelthorne is an AQMA. The proposed developments would result in more people moving around and associated noise impacts. No particular noise or air pollution effects identified. The existing use already generates vehicle movements. Potential increase in car use however the location within Staines Town Centre will encourage sustainable modes of travel.
6. Biodiversity	0	0	0	0	0	0	No particular biodiversity effects identified.
7. Heritage	0	0	0	0	0	0	The site is within an area of high archaeological potential. Redevelopment is considered to have limited impact but investigation is likely to be required.
8. Open space and landscape.	0	0	0	0	0	0	No positive or negative impacts identified on the Borough's landscape character or open space. The site is already developed and located within the urban area.
9. Transport	++	0	++	++	++	+	The site is located within close proximity to local services in Staines town centre and nearby bus routes, plus walking distance to the train station. The town centre location is considered to provide signficant benefits to sustainable transport links and provides the opportunity to further improve connectivity between sites and services.
10. Economic Dev.	-	0	0	0	-	0	Temporary employment and economic benefits from housing construction but loss of employment from telephone exchange if an alternative location cannot be identified.
11. Climate Change	0	0	0	0	0	0	The current use would already have an impact on resources, emissions and carbon use and redevelopment is unlikely to significantly increase resource use. Impacts could potentially be mitigated through sustainable construction, especially as the existing building is fairly old

							and not likely to be particularly energy efficient. The site could potentially incorporate renewable and low carbon energy.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
+	Summary: The site scores positively against housing, land quality and transport as it is sustainably located within Staines Town Centre, close to local services. Redevelopment would put additional pressure on local facilities. The site scores negatively against water and flooding objectives as is within flood zone 2, as is the surrounding area, meaning suitable flood risk mitigation is needed.						
Possible Mitigation: Redevelopment would require the relocation of the existing telephone exchange to avoid negative impacts on employment. A sensitive design will be required so that it can be integrated with the wider character.							

ST3/014: Birch House/London Road, Fairfield Avenue							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	++	0	++	++	++	++	Potential notable housing provision on site to meet community needs. Given the surrounding character of development there is likely to be potential for high density, high rise development which could provide a significant quantum of units however specific needs may not be met.
2. Health	0	0	0	0	0	0	The site is located in the urban area with services within Staines and public transport links within walking distance, facilitating healthy lifestyles. Redevelopment would put additional pressure on local facilities. The closest open space is more than 1km away which is above the desirable walking distance and potential high rise development may negatively impact well-being and social exclusion, however the town centre location and access to local services is likely to encourage healthy living and supports the 20 minute neighbourhood principle. Funding to enhance nearby facilities could help to boost local service provision.
3. Flood risk	-	0	-	-	-	-	The site is partly within flood zone 2, therefore a flood risk assessment is required. Potential surface water and ground water flood risk on site. The site is already developed therefore

							redevelopment is likely to provide the opportunity to replace existing hard standing with permeable surfaces. Development would however introduce a more vulnerable use to an area at risk of flooding.
4. Land and Soil	++	0	++	++	++	++	The site is occupied by previously developed land in the urban area therefore would avoid developing greenfield land and would result in the efficient use of land. The site is not in agricultural use. Possible contamination from previous uses therefore investigation and remediation possibly required. The site is in an urban location so could achieve high density.
5. Pollution	-	0	0	0	-	-	All of Spelthorne is an AQMA. The proposed developments would result in more people moving around and associated noise impacts. No particular noise or air pollution effects identified. The existing use already generates vehicle movements. Potential increase in car use however the location within Staines Town Centre will encourage sustainable modes of travel.
6. Biodiversity	0	0	0	0	0	0	No particular biodiversity effects identified.
7. Heritage	0	0	0	0	0	0	The site is within an area of high archaeological potential. Redevelopment is considered to have limited impact but investigation is likely to be required.
8. Open space and landscape.	0	0	0	0	0	0	No positive or negative impacts identified on the Borough's landscape character or open space. The site is already developed and located within the urban area.
9. Transport	++	0	++	++	++	+	The site is located within close proximity to local services in Staines town centre and nearby bus routes, plus walking distance to the train station. The town centre location is considered to provide signficant benefits to sustainable transport links and provides the opportunity to further improve connectivity between sites and services.
10. Economic Dev.	-	0	0	0	-	0	Temporary employment and economic benefits from housing construction . Redevelopment would however result in the loss of employment associated with the current use if an alternative site could not be identified.

11. Climate Change	0	0	0	0	0	0	The current use would already have an impact on resources, emissions and carbon use and redevelopment is unlikely to significantly increase resource use. Impacts could potentially be mitigated through sustainable construction, especially as the existing building is fairly old and not likely to be particularly energy efficient. The site could potentially incorporate renewable and low carbon energy.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
+	Summary: The site scores positively against housing, land quality and transport as it is sustainably located within Staines Town Centre, close to local services. Redevelopment would put additional pressure on local facilities. The site scores negatively against water and flooding objectives as is within flood zone 2, as is the surrounding area, meaning suitable flood risk mitigation is needed.						
Possible Mitigation: Redevelopment would require the relocation of the existing commercial use, or the provision of mixed use on site to avoid negative impacts on employment. A sensitive design will be required so that it can be integrated with the wider character. Flood risk mitigation.							

ST3/017: Phase 1C Charter Square High Street							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	+	0	+	+	+	+	Potential housing provision on site to meet community needs
2. Health	+	0	+	+	+	+	The site is located in the urban area with services within Staines and public transport links within walking distance, facilitating healthy lifestyles. Redevelopment would put additional pressure on local facilities however. The site is unlikely to address existing deprivation.
3. Flood risk	-	0	-	-	-	-	The site is in flood zone 2 and development would put more properties at risk of flooding. Possible surface water and ground water flood risk on site. The site is already developed therefore redevelopment is likely to provide the opportunity to replace existing hard standing with permeable surfaces.
4. Land and Soil	+	0	+	+	+	+	The site is occupied by previously developed land in the urban area therefore would avoid developing greenfield land and would result in the efficient use of land. The site is

							not in agricultural use. The site is in an urban location so could achieve high density.
5. Pollution	-	0	-	-	-	-	All of Spelthorne is an AQMA therefore development could exacerbate wider impacts in Spelthorne. Possible noise impacts as the site is adjacent to the railway line. The site is also adjacent to a road junction which may lead to increased exposure to pollution from idling vehicles. Car movements could increase but this is a sustainable site in close proximity to public transport.
6. Biodiversity	0	0	0	0	0	0	No positive or negative impacts identified on biodiversity.
7. Heritage	0	0	0	0	0	0	The site is within an area of high archaeological potential. Redevelopment is considered to have limited impact but investigation is likely to be required.
8. Open space and landscape.	0	0	0	0	0	0	No positive or negative impacts identified on the Borough's landscape character or open space. The site is already developed and located within the urban area.
9. Transport	++	0	++	++	++	+	The site is located within close proximity to local services in Staines town centre and nearby bus routes, plus walking distance to the train station. The town centre location is considered to provide signficant benefits to sustainable transport links and provides the opportunity to further improve connectivity between sites and services.
10. Economic Dev.	-	0	0	0	-	0	Temporary employment and economic benefits from housing construction. Redevelopment would however result in the loss of the current use if an alternative site can not be identified.
11. Climate Change	0	0	0	0	0	0	Potential rise in impact on resources, emissions and carbon use. Impacts could potentially be mitigated through sustainable construction. The site could potentially incorporate renewable and low carbon energy but may be too small.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.

0/+	Summary: The site is within the urban area and is in a reasonably sustainable location. Sustainable and active travel links could be improved to encourage the move away from private car use. The site is urban PDL therefore limited negative impacts are expected on the environment.
Possible Mitigation: Mitigation could include land remediation, permeable surfaces, improved sustainable travel links and planting.	

ST4/002: Car Park, Hanover House & Sea Cadet Building Bridge Street							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	++	0	++	++	++	++	Potential housing provision on site to meet community needs
2. Health	0	0	0	0	0	0	The site is located in the urban area with services within Staines and public transport links within walking distance, facilitating healthy lifestyles. Lammas Recreation Park is approximately 400m away. Redevelopment of the site to residential use could reduce any fear of crime associated with the current carpark use and could contribute to a safe and secure built environment through design. . There is likely to be an increase in pressure on local services if not boosted and high rise development may lead to negative wellbeing impacts.
3. Flood risk	-	0	-	-	-	-	The majority of the site is within flood zone 3a with a small area to the east in flood zone 2 and the southern boundary in flood zone 3b. There is some surface water flood risk on site (up to 1%) however redevelopment would provide the opportunity for permeable surfaces to be included. Introducing residential development into this area would increase the number of properties at risk of flooding.
4. Land and Soil	+	0	+	+	+	+	The site is occupied by previously developed land in the urban area therefore would avoid developing greenfield and would result in the efficient use of land. The site is not in agricultural use. The site is in an urban location so could achieve high density. There may be contamination on site due to previous uses therefore remediation is likely to be required.
5. Pollution	-	0	0	-	-	-	All of Spelthorne is an AQMA. The proposed developments would result in more people moving around and associated noise impacts. No particular noise or air pollution effects identified. The

							existing use already generates vehicle movements. Potential increase in car use however the location within Staines Town Centre will encourage sustainable modes of travel.
6. Biodiversity	-	0	-	-	-	-	No significant biodiversity impacts identified on site however the site is adjacent to the River Thames SNCI. Development could result in disturbance of wildlife.
7. Heritage	-	0	-	-	-	0	The site is located within the Staines Conservation area therefore redevelopment could negatively impact the setting of heritage assets and the character of the conservation area. The current buildings however are not deemed to make an important contribution to the historic environment.
8. Open space and landscape.	0	0	0	0	0	0	No positive or negative impacts identified on the Borough's landscape character or open space. The site is already developed and located within the urban area. There may however be impacts on the River Thames and its setting.
9. Transport	++	0	++	++	++	+	The site is located within close proximity to local services in Staines town centre and nearby bus routes, plus walking distance to the train station. The town centre location is considered to provide signficant benefits to sustainable transport links and provides the opportunity to further improve connectivity between sites and services.
10. Economic Dev.	-	0	0	0	-	0	The site has existing employment present. Temporary employment and economic benefits from housing construction The site is located within the urban area and in close proximity to local businesses within Staines, therefore could boost local labour supply. Redevelopment would however result in the loss of Hanover House which is in office use and the associated jobs. The site may however be able to accommodate mixed use development, potentially including a hotel, which would create employment.
11. Climate Change	0	0	0	0	0	0	Potential rise in impact on resources, emissions and carbon use. Impacts could potentially be mitigated through sustainable construction. The site could potentially incorporate renewable or

							low carbon energy across the whole site
12. Water	-	0	-	-	-	-	Redevelopment would result in additional water consumption. Development adjacent to the River Thames could cause pollution run off into water course.
+/0	Summary: The site is in a sustainable urban location and would help to meet housing needs. The site is well-located within Staines Town Centre and could potentially accommodate high-density residential development. The site has good access to public transport and local services, with close proximity to Staines town centre. The site is PDL therefore would result in an efficient use of brownfield land over greenfield land. The site is in flood zones 2 and 3b therefore suitable mitigation is required. There may be an opportunity for mixed use development on site for either ground floor commercial uses fronting the River Thames or a hotel.						
Possible Mitigation: Flood risk mitigation and water efficiency measures.							

ST4/004: 96-104 Church Street							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	+	0	+	+	+	+	Potential housing provision on site to meet community needs
2. Health	+	0	+	+	+	+	The site is located in the urban area with services within Staines and public transport links within walking distance, facilitating healthy lifestyles. Lammas Recreation Park is approximately 5 minute walk. Redevelopment of the site to residential use could reduce any fear of crime and could contribute to a safe and secure built environment through design.
3. Flood risk	-	0	-	-	-	-	Most of the site is within flood zone 2 with a very minor area within flood zone 3a. There is some surface water flood risk on site (up to 3.3%) however the site is already developed and redevelopment would provide the opportunity for permeable surfaces to be included. Redevelopment would however introduce a more vulnerable use to an area at risk of flooding. Flood risk assessment required.
4. Land and Soil	+	0	+	+	+	+	The site is occupied by previously developed land in the urban area therefore would avoid developing greenfield land and would result in the efficient use of land. The site is not in agricultural use. Potential contamination from previous uses therefore investigation required. The site is in a largely urban location so could achieve high

							density and accommodate a large number of units.
5. Pollution	-	0	0	0	0	-	All of Spelthorne is an AQMA. The proposed developments would result in more people moving around and associated noise impacts. No particular noise or air pollution effects identified. The existing use already generates vehicle movements. Potential increase in car use however as the site is located west of Staines Town Centre this will encourage sustainable modes of travel.
6. Biodiversity	0	0	-	-	-	0	No significant biodiversity impacts identified on site however the site is adjacent to the River Thames SNCI. Development could result in disturbance of wildlife.
7. Heritage	-	0	-	-	-	0	The site is adjacent to a locally listed building and several listed assets. The site is within an area of high archaeological potential and is located within Staines conservation area. The existing use however does not positively contribute to the setting of heritage assets.
8. Open space and landscape.	0	0	0	0	0	0	No positive or negative impacts identified on the Borough's landscape character or open space. The site is already developed and located within the urban area. There may however be impacts on the River Thames and its setting.
9. Transport	++	0	++	++	++	+	The site is located within close proximity to local services in Staines town centre and nearby bus routes, plus walking distance to the train station. The town centre location is considered to provide signficant benefits to sustainable transport links and provides the opportunity to further improve connectivity between sites and services.
10. Economic Dev.	-	0	0	0	-	0	Temporary employment and economic benefits from housing construction The site is located within the urban area and in close proximity to local businesses within Staines, therefore could boost local labour supply. Redevelopment would however result in the loss of Hanover House which is in office use and the associated jobs. The site may however be able to accommodate mixed use development, potentially including a hotel, which would create employment.

11. Climate Change	0	0	0	0	0	0	Potential rise in impact on resources, emissions and carbon use. Impacts could potentially be mitigated through sustainable construction. The site could potentially incorporate renewable or low carbon energy across the whole site
12. Water	-	0	-	-	-	-	Redevelopment would result in additional water consumption. Development adjacent to the River Thames could cause pollution run off into water course.
+/0	Summary: The site is brownfield and is located within close proximity to Staines Town Centre and local transport links. There may be an opportunity for high density residential development in order to make an efficient use of land surrounding character and the conservation area. The site is unlikely to be able to accommodate infrastructure or mixed use development. The site is PDL therefore would result in an efficient use of brownfield land over greenfield land.						
Possible Mitigation: The site is in flood zones 2 and 3b therefore suitable mitigation is required							

ST4/009: The Elmsleigh Centre and adjoining land South Street							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	++	0	++	++	++	++	Potential large scale housing provision on site to meet needs. Any development would likely be flatted development therefore the opportunity to meet specific needs may be limited.
2. Health	0	0	0	0	0	0	The site is located in the urban area with services within Staines and public transport links within walking distance, facilitating healthy lifestyles. The River Thames path is also in close proximity to the site which may provide the opportunity for leisure uses to benefit well-being. Redevelopment would put additional pressure on local facilities given its scale, however there may be opportunities to provide community facilities on site as part of a large scale mixed use redevelopment. The closest open space is more than 1km away which is above the desirable walking distance. Potential high rise development may negatively impact well-being and social exclusion.
3. Flood risk	-	0	-	-	-	-	The majority of the site is within flood zone 3a, therefore a dry means of escape must be demonstrated. Potential surface water flood risk on site (up to 3.3% on parts). The site is within an area whereby 75% is

							susceptible to groundwater flooding. Flood risk assessment required.
4. Land and Soil	++	0	++	++	++	++	The site is occupied by previously developed land in the urban area therefore would avoid developing greenfield and would result in the efficient use of land. The site is not in agricultural use. The site is in an urban location so could achieve high density. There may be contamination on site due to previous uses therefore remediation is likely to be required
5. Pollution	-	0	0	0	-	-	All of Spelthorne is an AQMA. The development would result in the loss of multi-storey carparks so could reduce vehicle pollution and encourage the use of public transport and healthy modes of travel. Development would however increase the concentration of people in a high density area.
6. Biodiversity	0	0	0	0	0	0	No significant biodiversity impacts identified on site.
7. Heritage	-	0	-	-	-	0	A locally listed building is located to the north and the majority of the site is within an area of high archaeological potential. Staines Conservation Area is located to the north east with some views of the site. Overall redevelopment is considered to have limited impact on heritage assets, although sensitive design would be required. There could be an opportunity to positively impact the setting of the conservation area with high quality design.
8. Open space and landscape.	0	0	0	0	0	0	No positive or negative impacts identified on the Borough's landscape character or open space. The site is already developed and located within the urban area. Possible increase in pressure on the open space in the area with the level of development proposed.
9. Transport	++	0	++	++	++	+	The site is located within close proximity to local services in Staines town centre and nearby bus routes, plus walking distance to the train station. The town centre location is considered to provide signficant benefits to sustainable transport links and provides the opportunity to further improve connectivity between sites and services.
10. Economic Dev.	+	0	+	0	0	0	Temporary employment and economic benefits from housing construction The site is located

							within the urban area and in close proximity to local businesses within Staines, therefore could boost local labour supply. Redevelopment would however result in the loss of Hanover House which is in office use and the associated jobs. The site may however be able to accommodate mixed use development, potentially including a hotel, which would create employment.
11. Climate Change	0	0	0	0	0	0	Potential increase in emissions but opportunity to retrofit against the future impact of climate change as the site is previously developed and likely to be inefficient in its energy use. Opportunity to promote energy efficiency and renewable/low carbon technologies at a significant scale given its size.
12. Water	-	0	-	-	-	-	Redevelopment would result in additional water consumption. Development adjacent to the River Thames could cause pollution run off into water course.
+/0	Summary: The site is brownfield and is located within close proximity to Staines Town Centre and local transport links. There may be an opportunity for high density residential development in order to make an efficient use of land surrounding character. The site could potentially accommodate infrastructure due to its size, although this would need incorporating with the existing uses. The site is PDL therefore would result in an efficient use of brownfield land over greenfield land.						
Possible Mitigation: The site is in flood zone 3a therefore suitable mitigation is required. Sensitive design, sustainable transport options, water efficiency measures and sustainable drainage.							

ST4/010: Riverside Surface Carpark Thames Street							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	+	0	+	+	+	+	Potential housing provision on site to meet community needs. The site is owned by the Council therefore there may be opportunity to provide affordable housing on site
2. Health	+	0	+	+	++	+	The site is located in the urban area with services within Staines and public transport links within walking distance, facilitating healthy lifestyles. The River Thames path is also in close proximity to the site which may provide the opportunity for leisure uses to benefit well-being. Redevelopment would put additional pressure on local facilities however there may be opportunities to provide community facilities on site as part of a large scale redevelopment, possibly expanding

							on the memorial gardens to the north with increasingly positive impacts over time.
3. Flood risk	-	0	-	-	-	-	The site falls entirely within Flood Zone 3a. Small risk of surface water flooding. Introducing residential development into this area would increase the number of properties at risk of flooding. Redevelopment is likely to provide the opportunity to replace existing hard standing with permeable surfaces. Mitigation likely to overcome flood risk.
4. Land and Soil	+	0	+	+	+	+	The site is occupied by previously developed land in the urban area therefore would avoid developing greenfield land. The site is not in agricultural use. No recorded contamination on site however further site investigations required
5. Pollution	-	0	0	-	-	-	All of Spelthorne is an AQMA. The site is close to the A308 which is heavily used. Suitable mitigation in construction could minimise impacts of air and noise pollution on potential occupiers. Mitigation could include noise attenuation.
6. Biodiversity	0	0	0	0	0	0	No particular biodiversity effects identified.
7. Heritage	0	0	0	0	0	0	Site is in an identified archaeological area as part of Staines historic core. Further investigations required. No impacts on heritage assets
8. Open space and landscape.	0	0	0	0	0	0	No positive or negative impacts identified on the Borough's landscape character or open space. The site is already developed and located within the urban area. There is an opportunity to expand the memorial gardens open space to the north as part of any development proposals.
9. Transport	++	0	++	++	++	+	The site is located within close proximity to local services in Staines town centre and nearby bus routes, plus walking distance to the train station. The town centre location is considered to provide signficant benefits to sustainable transport links and provides the opportunity to further improve connectivity between sites and services.
10. Economic Dev.	+	0	+	0	0	0	Temporary employment and economic benefits from housing construction. No employment use on the site. Opportunity for a small

							scale café or community use on site as part of a mixed use scheme.
11. Climate Change	0	0	0	0	0	0	Potential rise in impact on resources, emissions and carbon use. Impacts could potentially be mitigated through sustainable construction. The site could potentially incorporate renewable energy and low carbon energy generation given its scale. As a car park the site has a large number of vehicle movements which could be similar to those generated by re-development.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
+	Summary: The site is brownfield and is located within close proximity to Staines Town Centre and local transport links. There may be an opportunity for high density residential development in order to make an efficient use of land surrounding character. The site could potentially accommodate infrastructure due to its size, although this would need incorporating with the existing uses. The site is PDL therefore would result in an efficient use of brownfield land over greenfield land. The site is in flood zone 3a therefore suitable mitigation is required. Development to a mixed use scheme could provide the opportunity to deliver a new community café and an expanded Memorial Gardens with enhanced quality of community facilities.						
Possible Mitigation: Flood risk mitigation and sensitive design.							

ST4/011: Thames Lodge Thames Street							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	+	0	+	+	+	+	Potential housing provision on site to meet community needs.
2. Health	+	0	+	+	+	+	Well located site within Staines Town Centre, close to local services. This is likely to encourage healthy lifestyles Close to Thames Path, Staines Park and Spelthorne Leisure Centre. Proximity to main road and rail line could have impact however these could be mitigated with attenuation measures.
3. Flood risk	-	0	-	-	-	-	The majority of the site is within flood zone 3a, with an area adjacent to the river in flood zone 3b. Much of the surrounding area is within flood zone 3a therefore a dry means of escape and an appropriate flood evacuation plan is required. Limited surface water flood risk. Flood risk assessment required.

							Redevelopment is likely to provide the opportunity to replace existing hard standing with permeable surfaces. Mitigation likely to overcome flood risk.
4. Land and Soil	+	0	+	+	+	+	The site is occupied by previously developed land in the urban area therefore would avoid developing greenfield land. The site is not in agricultural use. No recorded contamination on site however further site investigations required
5. Pollution	-	0	0	-	-	-	All of Spelthorne is an AQMA. The site is adjacent to a rail line which is located immediately south. Redevelopment would likely result in increased exposure to noise pollution therefore noise attenuation measures would be required.
6. Biodiversity	0	0	0	0	0	0	The site is adjacent to the River Thames SNCI but no particular impact on site
7. Heritage	-	0	-	-	-	0	The site contains a locally listed building (Thames Lodge) and a small area to the north of the site is an area of high archaeological potential. Redevelopment may result in the harm of these assets and their setting. Sensitive design required to overcome potential impacts.
8. Open space and landscape.	+	0	0	0	0	0	No positive or negative impacts identified on the Borough's landscape character or open space. The site is already developed and located within the urban area.
9. Transport	++	0	++	++	++	+	The site is located within close proximity to local services in Staines town centre and nearby bus routes, plus walking distance to the train station. The town centre location is considered to provide signficant benefits to sustainable transport links and provides the opportunity to further improve connectivity between sites and services.
10. Economic Dev.	+	0	+	0	0	0	Temporary employment and economic benefits from housing construction. The site is located within the urban area and in close proximity to local businesses within Staines, therefore could boost local labour supply. Redevelopment would however result in the loss of jobs associated with the current hotel use.
11. Climate Change	0	0	0	0	0	0	Potential rise in impact on resources, emissions and carbon use. Impacts could potentially be

							mitigated through sustainable construction. The site could potentially incorporate renewable energy but may be too small.
12. Water	-	0	-	-	-	-	Redevelopment would result in additional water consumption. Development adjacent to the River Thames could cause pollution run off into water course.
0/-	Summary: The site is brownfield and is located within close proximity to Staines Town Centre and local transport links. There may be an opportunity for high density residential development in order to make an efficient use of land however the site's location on the River Thames may mean a more sensitive design is required. The site is unlikely to be large enough to accommodate infrastructure or mixed use development. Opportunities for high rise development may be limited given the current locally listed status of the building and lack of buildings of this character in the wider area. The site is PDL therefore would result in an efficient use of brownfield land over greenfield land.						
Possible Mitigation: Suitable mitigation as majority of the site is within flood zone 3a, with an area adjacent to the river in flood zone 3b.							

ST4/019: Former Debenhams site, 35-45 High Street							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	++	0	++	++	++	++	Potential housing provision on site at a high density to make a significant contribution to housing needs.
2. Health	0	0	0	0	0	0	The site is located in the urban area with services within Staines and public transport links within walking distance, facilitating healthy lifestyles. The River Thames path is also in close proximity to the site which may provide the opportunity for leisure uses to benefit well-being. Redevelopment would put additional pressure on local facilities however but there may be opportunities to provide community facilities on the ground floor. The closest open space is approximately 800m away which is within the desirable walking distance. Potential high rise development may negatively impact well-being.
3. Flood risk	-	0	-	-	-	-	The site is within flood zone 2 with a small area to the south in flood zone 3a. A flood risk assessment is required. There is already hardstanding on the site and this could be replaced with more permeable surfaces. Development of housing would bring in a more vulnerable use. Suitable mitigation and design required.
4. Land and Soil	++	0	++	++	++	++	The majority of the site is occupied by previously developed land

							therefore would avoid developing greenfield land. The site is in an urban location so could achieve a high density. There is likely to be contamination which could be remediated.
5. Pollution	-	0	-	-	-	-	All of Spelthorne is an AQMA. The proposed developments would result in more people moving around and associated noise impacts. The site is adjacent to the A308 which could increase exposure to pollution. Mitigation would need to be included within the design and construction to minimise impacts.
6. Biodiversity	0	0	0	0	0	0	No positive or negative impacts identified on biodiversity.
7. Heritage	-	0	-	-	-	0	A locally listed building is located to the north and the majority of the site is within an area of high archaeological potential. Redevelopment is considered to have limited impact on heritage assets, although sensitive design would be required.
8. Open space and landscape.	0	0	0	0	0	0	No positive or negative impacts identified on the Borough's landscape character or open space. The site is already developed and located within the urban area.
9. Transport	++	0	++	++	++	+	The site is located within close proximity to local services in Staines town centre and nearby bus routes, plus walking distance to the train station. The town centre location is considered to provide significant benefits to sustainable transport links and provides the opportunity to further improve connectivity between sites and services.
10. Economic Dev.	+	0	+	0	0	0	Temporary employment and economic benefits from housing construction. The site is located within the urban area and in close proximity to local businesses within Staines, therefore could boost local labour supply. Redevelopment would however result in the loss of jobs associated with the current hotel use.
11. Climate Change	0	0	0	0	0	0	Potential increase in emissions but opportunity to retrofit against the future impact of climate change. Opportunity to promote energy efficiency and renewable/low carbon technologies.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and

							likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
+/0	Summary: The site is brownfield and is located within Staines Town Centre. The site is near to services and transport links and given the character of the wider area, should be able to accommodate high rise, high density development. A high-quality design would contribute to the regeneration of Staines Town Centre. Redevelopment would result in the loss of a large area of retail floorspace in Staines. The site could potentially accommodate infrastructure due to its size, although this is dependent upon the scheme and layout to be proposed. The sustainable location in Staines Town Centre and opportunity for the efficient use of land.						
Possible Mitigation: Mitigation could include relocation of the existing commercial use, sustainable construction and the incorporation of energy efficiency measures, as well as noise attenuation measures. A sensitive design will be required so that it can make a positive contribution to the wider area.							

ST4/023: Two Rivers Retail Park Terrace Mustard Mill Road							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	++	0	++	++	++	++	Potential housing provision on site at a high density to make a significant contribution to housing needs.
2. Health	0	0	0	0	0	0	The site is located in the urban area with services within Staines and public transport links within walking distance, facilitating healthy lifestyles within the town centre. Redevelopment would put additional pressure on local facilities given its scale, however there may be opportunities to provide community facilities on site as part of a large scale mixed use redevelopment. The closest open space is less than 1km away which is within the desirable walking distance. Potential high rise development may negatively impact well-being and social exclusion.
3. Flood risk	-	0	-	-	-	-	The site is partly within flood zone 2 and redevelopment would introduce a more vulnerable use. Possible ground water and surface water flood risk on site. The site is currently occupied by a carpark and redevelopment would provide the opportunity to provide permeable surfaces. A flood risk assessment is required. Suitable mitigation required.
4. Land and Soil	++	0	++	++	++	++	The majority of the site is occupied by previously developed land therefore would avoid developing greenfield land. The site is in an

							urban location so could achieve a high density. There is likely to be contamination which could be remediated.
5. Pollution	-	0	0	-	-	-	All of Spelthorne is an AQMA. The development would result in the loss of the surface carpark but this could be re-provided in a multi-storey carpark on the remainder of the Two Rivers site. Location within the town centre could encourage public transport and healthy modes of travel. Development would however increase the concentration of people in a high density area and is likely to increase car use and congestion. Mitigation would need to be included within the design and construction to minimise impacts.
6. Biodiversity	0	0	0	0	0	0	No positive or negative impacts identified on biodiversity although its proximity to Staines Moor could put additional pressure on the designated area.
7. Heritage	-	0	-	-	-	0	Staines Conservation Area is located to the south west of the site. Overall redevelopment is considered to have limited impact on heritage assets, although sensitive design would be required. The site has limited visual appeal at present. A taller scheme would require high quality design as not to negatively impact the setting of the conservation area.
8. Open space and landscape.	0	0	0	0	0	0	No positive or negative impacts identified on the Borough's landscape character or open space. The site is already developed and located within the urban area.
9. Transport	++	0	++	++	++	+	The site is located within close proximity to local services in Staines town centre and nearby bus routes, plus walking distance to the train station. The town centre location is considered to provide signficant benefits to sustainable transport links and provides the opportunity to further improve connectivity between sites and services.
10. Economic Dev.	-	0	0	0	-	0	Temporary employment and economic benefits from housing construction. Loss of the existing retail use on site with redevelopment to residential use, unless ground floor commercial uses can be accommodated.
11. Climate Change	0	0	0	0	0	0	Potential increase in emissions but opportunity to retrofit against the

							future impact of climate change. Opportunity to promote energy efficiency and renewable/low carbon technologies.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
+/0	Summary: The site is brownfield and is located within Staines Town Centre. The site is near to services and transport links and given the character of the wider area, should be able to accommodate high rise, high density development. A high quality design would contribute to the regeneration of Staines Town Centre. As the site is located on the corner of the High Street the opportunity exists for a high quality, landmark building.						
Possible Mitigation: Mitigation could include relocation of the existing commercial use, sustainable construction and the incorporation of energy efficiency measures, as well as noise attenuation measures. A sensitive design will be required so that it can make a positive contribution to the wider area.							

ST4/024: Frankie & Benny's/Travelodge, Two Rivers Hale Street							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	+	0	+	+	+	+	Housing promoted on site, although unlikely to be large enough to meet a range of community needs.
2. Health	+	0	+	+	+	0	The site is located in the urban area with services within Staines and public transport links within walking distance, facilitating healthy lifestyles within the town centre. Redevelopment would put additional pressure on local facilities but there is opportunity to include onsite active frontages to support mixed use/healthy living. The closest open space is less than 1km away which is within the desirable walking distance.
3. Flood risk	-	0	-	-	-	-	The site is within flood zone 2. Possible ground water and surface water flood risk on site. The site is currently occupied by a carpark and redevelopment would provide the opportunity to provide permeable surfaces. A flood risk assessment is required. Suitable mitigation required.
4. Land and Soil	+	0	+	+	+	+	The site is within flood zone 2. Possible ground water and surface water flood risk on site. The site is currently occupied by a carpark and redevelopment would provide the opportunity to provide permeable surfaces.

5. Pollution	-	0	0	0	0	-	All of Spelthorne is an AQMA. Location within the town centre could encourage public transport and healthy modes of travel. Development would however increase the concentration of people in a high density area and therefore increase pollution and exposure. Mitigation would need to be included within the design and construction to minimise impacts.
6. Biodiversity	0	0	0	0	0	0	No positive or negative impacts identified on biodiversity , although its proximity to Staines Moor could put additional pressure on the designated area. .
7. Heritage	-	0	-	-	-	0	The site is partly within Staines Conservation Area, with several listed and locally listed buildings in close proximity. Overall redevelopment is considered to have limited impact on heritage assets, although sensitive design would be required. The site has limited visual appeal at present. A taller scheme would require high quality design as not to negatively impact the setting of the conservation area.
8. Open space and landscape.	0	0	0	0	0	0	No positive or negative impacts identified on the Borough's landscape character or open space. The site is already developed and located within the urban area.
9. Transport	++	0	++	++	++	+	The site is located within close proximity to local services in Staines town centre and nearby bus routes, plus walking distance to the train station. The town centre location is considered to provide signficant benefits to sustainable transport links and provides the opportunity to further improve connectivity between sites and services.
10. Economic Dev.	-	0	0	0	-	0	Temporary employment and economic benefits from housing construction. Loss of the existing retail use on site with redevelopment to residential use, unless ground floor commercial uses can be accommodated.
11. Climate Change	0	0	0	0	0	0	Potential increase in emissions but opportunity to retrofit against the future impact of climate change. Opportunity to promote energy efficiency and renewable/low carbon technologies.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and

							likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
+/0	Summary: The site is brownfield and is located within Staines Town Centre. The site is near to services and transport links and given the character of the wider area, should be able to accommodate high rise, high density development. A high quality design would contribute to the regeneration of Staines Town Centre. As the site is located on the corner of the High Street the opportunity exists for a high quality, landmark building.						
Possible Mitigation: Mitigation could include relocation of the existing commercial use, sustainable construction and the incorporation of energy efficiency measures, as well as noise attenuation measures. A sensitive design will be required so that it can make a positive contribution to the wider area.							

ST4/025: Land at Coppermill Road Coppermill Road							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	+	0	+	+	+	+	Housing promoted on site, although unlikely to be large enough to meet a range of community needs.
2. Health	0	0	0	0	0	0	Well located site in close proximity to the Wraysbury Railway, and the bus stops on Coppermill Road, however access to schools is limited and the site is detached from the wider settlement area. Development will not result in the loss of recreation facilities. Impact on local health facilities is likely to increase slightly but the quantum of development is small therefore impacts are limited.
3. Flood risk	-	0	-	-	-	-	The Wraysbury Reservoir is to the east of the site and the Colne Brook River runs through the site. A small area of the north-eastern part of the site falls within flood zone 2. Possible surface water and ground water flood risk on site. Potential loss of permeable land and introduction of hardstanding. Would need to include permeable surfaces and SuDS to contribute to mitigation.
4. Land and Soil	-	0	-	-	-	-	The site is undeveloped open land and would result in the loss of greenfield meaning the efficient use of brownfield land would not be fulfilled. There is no loss of Grade 1, 2 or 3 agricultural land. Investigation into any potential contamination required.
5. Pollution	-	0	-	-	-	-	All of Spelthorne is an AQMA. The proposed developments would result in more people moving

							around and associated noise impacts. Increased exposure to road noise and air pollution given the site's location to Heathrow Airport, the M25 and other A roads.
6. Biodiversity	-	0	-	-	-	-	Some loss of a small area of green space but no particular habitat or biodiversity value. The site may perform a local biodiversity role.
7. Heritage	0	0	0	0	0	0	No impacts on historic environment identified.
8. Open space and landscape.	0	0	0	0	0	0	Loss of open space that contributes to the character of the landscape, however the site is small in size and is somewhat detached from the wider landscape with adjacent residential use. Screening would be required to reduce the visual impact on the wider landscape particularly on the eastern border. The northern part of the site is however wooded.
9. Transport	0	0	0	0	0	0	Bus stops located along Coppermill and Old Mill Roads are accessible with Wraysbury Railway station within a desirable walking distance from the site. Bus services are not very regular so this may increase reliance on cars. Potential increase in vehicle movements however these are not considered to be significant given the small size of the site. Opportunities to improve active travel links to local services.
10. Economic Dev.	+	0	+	0	0	0	Temporary employment and economic benefits from housing construction
11. Climate Change	0	0	0	0	0	0	Current use has little/no impact on resources, emissions or carbon use but the proposed use provides an opportunity to incorporate renewable or low carbon energy sources and promote sustainable development to tackle climate change.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
0	Summary: The site would provide a small number of housing units in an area of residential housing. Although the site is greenfield land, it is small in size and somewhat detached from the wider landscape, with urbanising influences acting upon it. Development would result in the loss of permeable surfaces and greenfield land therefore some negative environmental impacts could arise.						
Possible Mitigation: Mitigation could include improved sustainable travel links. Planting on site could positively impact biodiversity. Noise attenuation measures would help to address impacts from the road network.							

ST4/026: Communications House South Street							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	+	0	+	+	+	+	Opportunity for housing in Staines town centre - flatted development proposed
2. Health	0	0	0	0	0	0	Well-located site within Staines Town Centre, close to local services. This is likely to encourage healthy lifestyles Close to Thames Path, Staines Park and Spelthorne Leisure Centre. Proximity to main road could have impact however this could be mitigated. Multiple developments in town centre could negatively impact health infrastructure. Enhancement of existing facilities of new require.
3. Flood risk	-	0	-	-	-	-	Although the site is already developed with impermeable hardstanding, its existing use is as an office building therefore conversion into housing would bring in a more vulnerable use. Suitable mitigation and design required.
4. Land and Soil	++	0	++	++	++	++	The site is occupied by previously developed land therefore would avoid developing greenfield land. The site is in an urban location so could achieve a high density. No contamination identified.
5. Pollution	-	0	-	-	-	-	All of Spelthorne is an AQMA. The proposed developments would result in more people moving around and associated noise impacts. Site is located close to main road through Staines Town centre and in close proximity to the railway bridge. Both of these will impact on future occupiers. Mitigation would need to be included within the design and construction.
6. Biodiversity	0	0	0	0	0	0	No positive or negative impacts identified on biodiversity.
7. Heritage	0	0	0	0	0	0	No positive or negative impacts identified on the historic environment.
8. Open space and landscape.	0	0	0	0	0	0	No positive or negative impacts identified on the Borough's landscape character or open space. The site is already developed and located within the urban area.
9. Transport	++	0	++	++	++	+	The site is located within close proximity to local services in Staines town centre and nearby bus routes, plus walking distance to the

							train station. The town centre location is considered to provide signficant benefits to sustainable transport links and provides the opportunity to further improve connectivity between sites and services.
10. Economic Dev.	-	0	-	-	-	-	The site is in use as an office building and development would result in the loss of this use. There may however be an opportunity to relocate the office use to the nearby Thameside House as part of a mixed use scheme. Short term construction benefits.
11. Climate Change	0	0	0	0	0	0	The current use does have an impact on resources, emissions and carbon use and re-development for housing would likely increase this. Impacts could potentially be mitigated through sustainable construction. The existing building is large and likely to be fairly inefficient.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
+	Summary: The site scores positively against housing, land quality and transport as it is sustainably located within Staines Town Centre, close to local services. The site scores negatively against employment, pollution and water use.						
Possible Mitigation: Mitigation could include relocation of the existing commercial use, sustainable construction and the incorporation of energy efficiency measures, as well as noise attenuation measures. A sensitive design will be required so that it can make a positive contribution to the wider area.							

ST4/028: William Hill/Vodafone, 91 High Street							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	+	0	+	+	+	+	Potential housing provision on site to meet community needs. The site is in a sustainable location and is likely to be able to accommodate high density development given the wider character.
2. Health	+	0	+	+	+	0	The site is located in the urban area with services within Staines and public transport links within walking distance, facilitating healthy lifestyles. The River Thames path is also in close proximity to the site which may provide the opportunity for leisure uses to benefit well-

							being. Redevelopment would put additional pressure on local facilities however but there may be opportunities to provide community/retail facilities on the ground floor. The closest open space is approximately 800m away which is within the desirable walking distance.
3. Flood risk	-	0	-	-	-	-	Although the site is already developed with impermeable hardstanding, its existing use is retail therefore the addition of housing would bring in a more vulnerable use. Suitable mitigation and design required.
4. Land and Soil	+	0	+	+	+	+	The site is occupied by previously developed land therefore would avoid developing greenfield land. The site is in an urban location so could achieve a high density. No contamination identified.
5. Pollution	0	0	0	0	0	-	All of Spelthorne is an AQMA. The proposed developments would result in more people moving around and associated noise impacts. No particular noise or air pollution effects identified. Location on Staines High Street is likely to encourage active travel. Limited car use expected as a result of development.
6. Biodiversity	0	0	0	0	0	0	No positive or negative impacts identified on biodiversity.
7. Heritage	0	0	0	0	0	0	Site is located a short distance away from the Staines-Upon-Thames Conservation Area. With a series of Locally Listed buildings throughout the High Street. In the immediate context there are very few Statutorily Listed Buildings. The site itself is a Locally Listed building and this will need to be considered in the design in order to maintain the character of the area.
8. Open space and landscape.	0	0	0	0	0	0	No positive or negative impacts identified on the Borough's landscape character or open space. The site is already developed and located within the urban area.
9. Transport	++	0	++	++	++	+	The site is located within close proximity to local services in Staines town centre and nearby bus routes, plus walking distance to the train station. The town centre location is considered to provide signficant benefits to sustainable transport links and provides the opportunity to further improve

							connectivity between sites and services.
10. Economic Dev.	+	0	+	0	0	0	Temporary employment and economic benefits from housing construction. The site is located within the urban area and in close proximity to local businesses within Staines, therefore could boost local labour supply and also boost the town centre vibrancy at off peak times. Redevelopment to retain an active retail frontage would positively impact economy.
11. Climate Change	0	0	0	0	0	0	Potential increase in emissions but opportunity to retrofit against the future impact of climate change. Opportunity to promote energy efficiency and renewable/low carbon technologies.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
+	Summary: The site scores positively against housing, health, land quality and transport as it is sustainably located within Staines Town Centre, close to local services. The site scores negatively against flood risk and water use.						
Possible Mitigation: Mitigation could include retention of an active frontage and the existing commercial use, sustainable construction and the incorporation of energy efficiency measures. A sensitive design will be required so that it can make a positive contribution to the wider area and avoid negative impacts on local heritage assets.							

ST4/030: 131 High Street							
	Local Impacts	Trans-boundary Impacts	Short term	Medium Term	Long Term	Cumulative & secondary	Commentary/explanation, uncertainties, proposed mitigation
1. Housing	+	0	+	+	+	+	Potential housing provision on site to meet community needs. The site is in a sustainable location and is likely to be able to accommodate high density development given the wider character.
2. Health	+	0	+	+	+	0	The site is located in the urban area with services within Staines and public transport links within walking distance, facilitating healthy lifestyles. The River Thames path is also in close proximity to the site which may provide the opportunity for leisure uses to benefit well-being. Redevelopment would put additional pressure on local facilities however but there may be opportunities to provide community/retail facilities on the

							ground floor. The closest open space is approximately 800m away which is within the desirable walking distance.
3. Flood risk	0	0	0	0	0	0	The site is mostly in flood zone 1 but a small part is within flood zone 2. Possible surface water and ground water flood risk on site. The site is already developed therefore redevelopment is likely to provide the opportunity to replace existing hard standing with permeable surfaces.
4. Land and Soil	+	0	+	+	+	+	The site is occupied by previously developed land therefore would avoid developing greenfield land. The site is in an urban location so could achieve a high density. No contamination identified.
5. Pollution	0	0	0	0	0	-	All of Spelthorne is an AQMA. The proposed developments would result in more people moving around and associated noise impacts. No particular noise or air pollution effects identified. Location on Staines High Street is likely to encourage active travel. Limited car use expected as a result of development.
6. Biodiversity	0	0	0	0	0	0	No positive or negative impacts identified on biodiversity.
7. Heritage	0	0	0	0	0	0	The site is within an area of high archaeological potential. Redevelopment is considered to have limited impact but investigation is likely to be required.
8. Open space and landscape.	0	0	0	0	0	0	No positive or negative impacts identified on the Borough's landscape character or open space. The site is already developed and located within the urban area.
9. Transport	++	0	++	++	++	+	The site is located within close proximity to local services in Staines town centre and nearby bus routes, plus walking distance to the train station. The town centre location is considered to provide signficant benefits to sustainable transport links and provides the opportunity to further improve connectivity between sites and services.
10. Economic Dev.	-	0	-	-	-	-	Temporary employment and economic benefits from housing construction. Redevelopment would however result in the loss of the current use if an alternative site cannot be identified.
11. Climate Change	0	0	0	0	0	0	Potential increase in emissions but opportunity to retrofit against the

							future impact of climate change. Opportunity to promote energy efficiency and renewable/low carbon technologies.
12. Water	-	0	-	-	-	-	Proposed use would likely result in additional water consumption and likely knock on impacts on its quality from construction and implementation. Mitigation could be included as part of the development such as the use of water meters and rainwater harvesting.
+	Summary: The site scores positively against housing, health, land quality and transport as it is sustainably located within Staines Town Centre, close to local services. The site scores negatively against water use and economic impacts.						
Possible Mitigation: Mitigation could include retention of an active frontage and the existing commercial use, sustainable construction and the incorporation of energy efficiency measures.							